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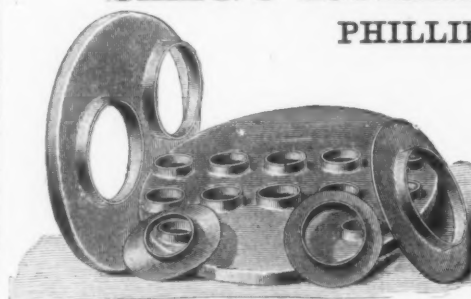
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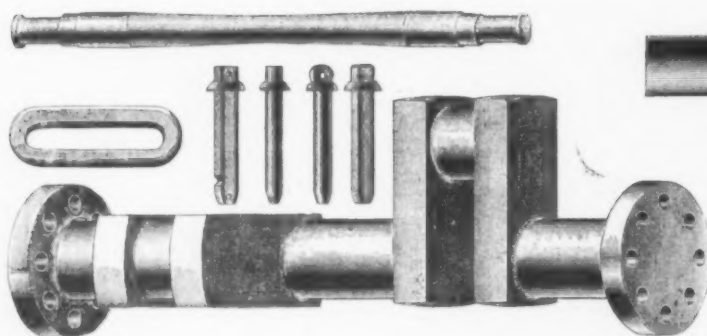


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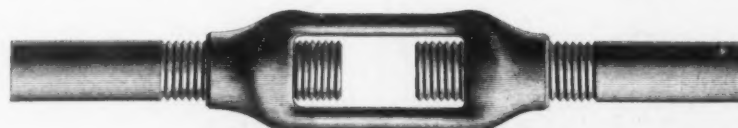
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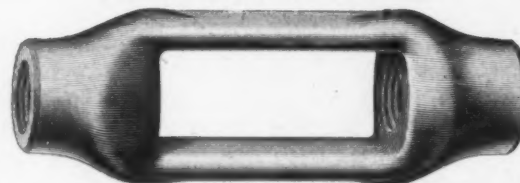
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# THE NORTHWEST

Illustrated Monthly Magazine

VOL. VI.—No. 3.

ST. PAUL AND MINNEAPOLIS, MARCH, 1888.

TERMS: 15 CENTS PER COPY.  
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## THE LEGEND OF "SKULL BUTTE."

On the Yellowstone River, almost opposite the city of Billings, there stands a bluff, known as "Skull Butte," which is said to have been the scene of the following legend.

During the first years following the close of the war for American Independence, a remnant of those tribes of the Iroquois Nation, who had taken part in the conflict, retreated to the distant shores of the Yellowstone, and there, for the time, established themselves, renouncing their war-like habits and devoting themselves to the peaceful pursuits of the chase. They had gained nothing from the pale-faced allies, for whom they had fought and shed much of their precious blood, and decimated and worn from the long, wearisome and bloody campaigns of the war into which they had been drawn by British gold and British promises, the calm words of the old and wise men prevailed at the council fires and they withdrew from the haunts of the white aggressor, far away into the little known wilderness of the west. Here they passed a few months of happiness and peace, the prairie furnishing abundance of game, and the river plentiful supplies of fish.

With bows and arrows, such as their fathers had used from time immemorial, and the simple devices which they had employed for centuries for capturing the fish, their lodges were ever well filled with the necessities of life, and they were content, hoping in their simple ignorance, that they might be permitted here to dwell forever unmolested and unapproached by the powerful race of new and strange men, in whose battles they had thanklessly sacrificed their noblest and bravest blood.

In summer they would build light, graceful canoes, and skirting the indented shores of the great river, make long and peaceful voyages, landing at night upon the grassy banks, and reddening the virgin cottonwoods with the ruddy glow of their merry camp fires; in winter they would make lengthened journeys along the little streams which furrowed the great prairies, where they followed the buffalo and the deer or trapped the beaver and the mink. But there came a time when the beaver began early to strengthen the walls of his mud dwelling, flocks of migratory birds commenced a premature flight to the mysterious regions of the South, and many other curious outgoings of animal instinct taught them the imminent approach of a winter of extraordinary severity, and they hastened to build themselves warm lodges and to store away food for the long months of dreary cold before them. Unhappily at this time a few cases of fever appeared in the camp, and before half the necessary preparations are made for the winter now rapidly approaching, three-fourths of the able-bodied men of the tribe were stricken down, and before many days the disease became almost general. The story of how nobly the women struggled to procure food, and nurse the sick, probably will never be

written, but when the dread visitation had reached its height, the frost king came, and with his magic wand had suddenly cast upon the earth a mantle of snow, and woven the water into sheets of glaring ice. For many days the snow continued to fall without intermission until the great broad arms of the pines on the slopes, were loaded with feathery pinnacles, and the lodges were half buried beneath great drifts.

The fever raged unmercifully and the mortality became so great, that at length the dead were carried but a few steps and deposited in the snows with no other shroud to cover them. At last the disease had spent its force, but a new danger now menaced them; their supply of food was now nearly exhausted and starvation stared them in the face. The buffalo had gone to the far south, the deer had huddled into herds, no passing one was ever seen, and the few hunters, who had escaped the dread malady, came in night after night, empty handed from fruitless quests.

A council of old men was held, and wasted and exhausted by disease they gathered together and deliberated on what was to be done. The result was a call for volunteers to go to the white settlements far away on the "Big River" (the Missouri) and there appeal to their white brothers for aid. Two young men were chosen for the mission and amid a shower of blessings from the men and tears from the women they set out with snow shoes upon their perilous journey.

Many dreary days passed and no word came from the messengers, when one evening an aged Indian who for half a century had been a powerful and influential "medicine man" in the tribe, but for many years had not prophesied, went forth under the bright stars to the verge of a great cliff of sandstone over-

hanging the river, where he threw himself prostrate and lay a long time in the snow. Then he rose and the echoes of his own voice came faintly back to the camp as if in answer to an unseen questioner. Tottering back to the center of the village he falteringly proclaimed that the Great Spirit had interposed to save their perishing numbers, but only at a fearful sacrifice. Forty of the young braves must cast themselves from the summit of the cliff as an offering to appease the anger of the offended god. A council followed, the death lots were thrown, and the immolates chosen from among the very flower of the tribe. All night the death songs were chanted and the morning light found the little band gathered within a few paces of the fatal brink. As the first golden beams of the rising orb of day glittered upon the bosom of the great silent river, the signal was given and the leap of death was made.

To this day the sacrificial bones of men are found at the base of the towering bluff on the Yellowstone, called "Skull Butte" in honor of the story which has been preserved, and is substantially told as above by the Crow Indians.

ADDIE C. HERSEY.

There are two wheat shipping ports in the Northwest, Portland and Tacoma. Portland's wheat shipping business is decreasing; Tacoma's is increasing. The warfage and storage capacity here will be doubled in a few months. The cause of this transfer of the wheat shipping business to Tacoma, is that a 3,000 ton vessel can load here for \$4,000 less than at Portland. Wheat is therefore worth five to ten cents per cental more here than at Portland.—*Tacoma Ledger*.



CROW INDIANS ON THE MOVE.—[Pen etching by Larpeur from a painting by C. M. Russell.]

## ST. PAUL AS A CAPITAL CITY.

Many great cities owe their rise to favoring accidents. St. Paul is distinctly the product of its environment. It was marked out for a capital or head city by the simple physical fact of its position at the head of navigation on the greatest river of the continent, when rivers were the only channels of inland transportation; and, when railroads came to supplement the lines of water transit, by its geographical relations to the arable areas west of it and to the great lakes in its neighborhood. If Father Hennepin who visited it in 1680 or Jonathan Carver who visited it in 1767 had known as much about these facts as William H. Seward and had possessed the same largeness of mental vision, they might have anticipated the prediction of that philosophic statesman when, standing on the steps of the old Territorial capitol, he said in 1860: "This is the place, the central place, where the agriculture of the richest region of North America must pour out its tributes to the whole world."

But more than this St. Paul bears the physical seal and impress of a capital city. There is something royal and dominating in its physiognomy. In contrast to the undulating grace and smoothness of the feminine forms which mark the topography of its buxom sister at the Falls, all the lines of its picturesque beauty are rugged, strong and masculine. Its stately bluffs with their steep escarpments of massive rock are such as the mediaeval barons might have chosen as the seats of their pride and power. It impresses every one with a certain grandeur of pretension. All its hills are bumps of self-esteem. This strongly-marked, imposing individuality of physical form and feature has imprinted itself legibly upon the social and business character of the city. Most western cities are very much alike, borrowing their uniformity of type from the monotonous sameness of the prairies on which they are built. But St. Paul has always been remarked for a certain character of its own as distinctive as its topography.

The course of history has conformed to the physical facts of its situation. When the Territory of Minnesota was organized, Senator Stephen A. Douglas desired to fix the Territorial Capital at Mendota and to place the capitol building on Pilot Knob. He was only dissuaded from this purpose by the remonstrances of Mr. H. H. Sibley, the first delegate to Congress, who knew better than Douglas that nature had settled that question in advance. By reason of its greater convenience as a port of supply and distribution St. Paul had already become the headquarters of two rival fur trading establishments and the centre of business for this region. It was in view of these facts that at Mr. Sibley's instance the seat of government for the new Territory was fixed in the organic act at St. Paul.

I have heard it said that St. Paul was a metropolis when it had a population of but 5,000, as contradis-

tinguished from other cities which remained villages when they had a population of 100,000. There was, it is true, a certain air of conscious primacy about it in its early days, but it had something besides a prophetic faith in its own destiny. It had the men to work it out. A metropolis, I take it, is to the capital city what the university is to the college. It is the assemblage of all the centers of specialized and organized human activity. If St. Paul had all the rudimental attributes of a metropolis thus early in its history it was due to the character of its founders; of the men who were attracted to it in its formative period by its natural advantages as a business center and by the opportunities which, as the political center of a new and spacious Territory, it offered for a career. These were generally men of superior mould, large-hearted and large-brained, many of them accomplished and educated, drawn from many different states and countries and sects and schools. They were natural leaders of men in business, in politics, in the professions, in social life. They set the key of its ambitions. They gave it the broad and catholic spirit, the many sided and eclectic character which it has since developed and differentiated in its maturer and more complex forms of social organization. The full lifetime of a generation has passed since these men set in motion the wheels of governmental, commercial, financial, industrial, literary, educational and social activity in St. Paul. What was then the Territory of Minnesota, which included what is now Dakota, occupied in 1849, according to Gov. Ramsey's census, by about 5,000 civilized people, has now a population of nearly 2,000,000 souls. From a secluded village of some 800 people, which could only be reached in a fortnight from New York, St. Paul has grown to a city of 200,000 people, the centre of a great system of continental railways which bring it within a little over two days from New York and within three or four of the Pacific Coast. Its trade, then confined to the few scattered settlements that could be reached by steamboat or wagon, is now carried upon 15,000 miles of railway track over a territory five times as large as all New England, whose annual productions of wheat and other grain, roots, fruit, lumber, wool, iron, copper, silver, gold and other minerals is valued at hundreds of millions of dollars.

I will not weary the reader with the familiar statistics of the enormous growth of its jobbing trade, of its industries, of its banking business, of its freight and passenger traffic. It is enough to say that here are concentrated all the constituent activities of a great industrial and business center. All the material forces are at work here which build up trade and industries; which afford profitable employment to capital and labor; which create wealth and distribute the rewards of industry and honest thrift among all the deserving classes; which multiply the homes of comfort, culture and refinement and which bring, or ought to bring all the amenities of civiliza-

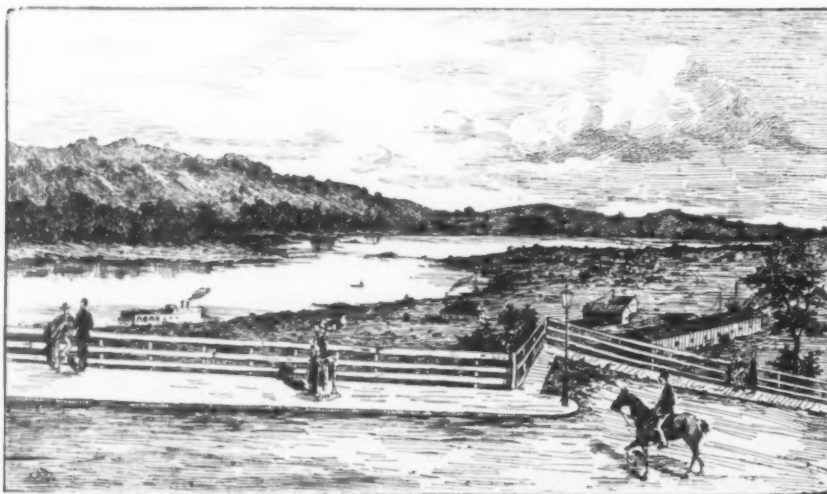
tion, all its finer humanities and all its means of wholesome enjoyment within the reach of the humblest citizen. It is the uses which St. Paul makes of its advantages and opportunities; it is the ends to which its wealth is devoted, which must justify its claim to the rank of a metropolis. That is the most metropolitan city which fills the widest circle of human needs and desires; which ministers not only to the primary physical wants, but to all the cravings of human sensibility and intelligence.

When I look for the evidences of its metropolitan character it is not in the streets which are darkened by the shadows of its stately warehouses, or thronged with busy multitudes of pedestrians and vehicles, nor in the railroad yards and depots where hundreds of thousands of tons of freight are handled and millions of passengers come and go during the year; nor to its superb hotels filled with guests from every state and country; nor to the numerous schools and colleges which attest its importance as an educational center, nor to the spires of the hundred churches of all denominations which replace the little log chapel dedicated to the propagandist apostle from which the city derives its name; nor even to its newspapers which circulate as the recognized organs of news and opinion throughout a territory more than co-extensive with that of its trade. Their annual reviews have recently told the story of its marvellous material prosperity; but not all their statistics of the growth and magnitude of its commercial, financial and manufacturing interests impress me as indices of its metropolitan character so much as its many institutions of charity, designed to relieve all the forms of physical weakness, which are nobly sustained by the private liberality of its citizens. Nor are the great interests which center around it as the political and judicial capital of the State or as the headquarters of a great military department, so true an index of the heart that beats beneath the grand ribs of its physical greatness as so simple an incident of its social life as the free orchestral music furnished by private subscription, which draws delighted multitudes of citizens of all classes on summer evenings to Rice and Summit parks.

For when I have seen that the sober and serious duties of life are well attended to in this big city I wish then to know what its money getters are doing to make it an agreeable abode and its daily life a pleasant one for themselves and their neighbors.

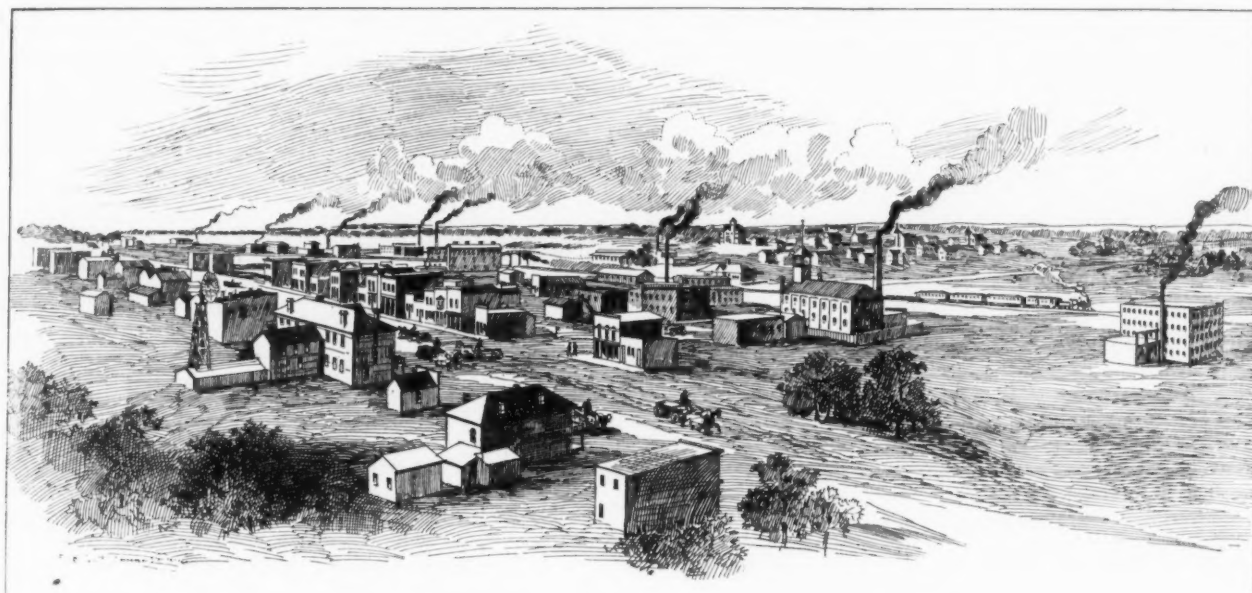
I think it may be safely said that St. Paul affords the conditions of more varied mental and physical enjoyment than any other city of its years on the continent. The picturesque beauty of its situation and surroundings, with the numerous lovely lakes in its neighborhood, furnish infinite sources of delight to the summer resident. The elegant and stately or comfortable and cosy residences which crown its hills and terraces, the palatial summer hotels and the hundreds of pretty cottages which have sprung up at all the lake resorts in its vicinity, its numerous charming drives, crowded with gay equipages, its state fairs and its races, its boatmen's clubs and sportsmen's clubs and clubs of all sorts for summer recreation and summer sports are the natural outgrowth of physical conditions which for seven months in the year are a constant invitation to out-door enjoyments. The exhilarating and joyous effect of its winter climate finds its appropriate expression in the winter carnival and in all the long catalogue of winter sports with their toboggan clubs and snow shoe clubs and skating, curling and other organizations of which the carnival with its wonderful palace and the splendid pageantry of its processions and illuminations is the grand and gorgeous culmination.

If St. Paul is still deficient in the apparatus of intellectual and æsthetic enjoyments, it must be remembered that it has nearly quintupled its population in the last eight years, and that in some directions its intellectual and artistic interests have not had time to overtake the giant strides of its material growth any more than its engineering department has been able to keep pace with the enormous expansion of its area, in grading streets and laying sewers. It is the



LOOKING UP THE MISSISSIPPI RIVER FROM ST. PAUL'S "BAY WINDOW."—[Pen sketch by Dinger.]





NORTH ST. PAUL.—VIEW OF THE BUSINESS CENTER.—[From a sketch by Passmore.]

rough sketch rather than the finished picture of a great metropolis. But it is the rough sketch of a great master. The outlines, the germs and the potences of all the essential metropolitan interests are here. It is true, for example that its theatres are not up to the requirements of its position, but when I see that the best music and the best acting habitually draw larger and more appreciative audiences in St. Paul than in any other city of its size, I know that this is a want which will very soon be supplied. St. Paul is not an art center and does not even as yet support an art school. But when I enter the homes of its cultured citizens and find their walls adorned by the best examples of modern art; when I find here a private collection of the works of the greatest modern masters which ranks in the discriminating range and excellence of its selections with the very best in America; when I find a society of hundreds of ladies enthusiastically devoting themselves to the study of ancient and mediæval art, and when I see the vast progress that has been made in architecture and in the decorative arts, I think I can see in these things the conditions from which before long will be evolved an important center of art culture and art production. The same apology must be made for our rudimentary system of parks and avenues and other matters of intra-urban ornamentation. St. Paul has yet done but little to improve the opportunities for beautifying the city afforded by its native wealth of fine scenery. But I regard the establishment of its park commission, judging only from what it has already accomplished in face of all sorts of vexatious opposition in extending the park and boulevard system of St. Paul, as one of the most important steps it has yet taken towards the realization of its metropolitan ambition.

J. A. W.

#### Joaquin Miller's Fruit Vale Home.

An Eastern paper publishes the following in a letter from Joaquin Miller: "I have a summit home here and the Golden Gate is my doorway, and San Francisco is at my feet. I shall stay here. I am content, thank God, and grateful. I am planting my stony, steep hills and turning the deep, cool mountain springs into trout pools. And away up on the top of my highest steep hill, that knocks its forehead against the stars, I have made a great heap of rocks, piled up and covered with cords of wood. When death comes, I shall be laid on that high heap of wood in the blankets in which I die. The men who lay me there will light their cigars with the same hand that lights the woodpile and go down to breakfast, while I phew up to God in clouds of smoke."

## NORTH ST. PAUL.

### A Large Manufacturing Town Created in Six Months' Time.

#### THE PROJECT AND ITS BASIS.

In the spring of 1887 the country lying along the Wisconsin Central Railroad just beyond the northern limits of the city of St. Paul and near that pretty sheet of water known as Silver Lake presented a scene not differing in any respect from that offered by other Minnesota farming districts. A visitor attracted to the spot by the beauty of the lake would have noted a few farm houses in the broad stretch of rolling and partly wooded landscape, with men at work plowing in the fields, and near the gravelly beach, half-hidden behind a curtain of foliage he would have remarked a cottage that gave signs of being the summer home of some dweller in the neighboring town. Nothing would have indicated that a great change was at hand which in a few months would convert this quiet rural scene into a center of life and busy productive industry. Yet where those fields were being prepared for their annual crop only last May there now stands a large, bustling town, with more than a dozen factories, with a weekly newspaper, a graded school, a hotel, a long street of stores and hundreds of pleasant homes. A change so wonderful has been brought about that it seems almost miraculous. The closest parallel to this marvellous growth would be found in those new Dakota towns which started up three or four years ago when railroads were built in that Territory and population poured in by the train load; yet the parallel is in some respects faulty, for the prairie towns were rudely built at first of shanty-like structures, and were created by the pressing needs of a new country, fast filling up with farmers, whereas North St. Paul, the place we are here describing, came into existence in a comparatively old country, within sight of a large city, and started off with most of the present improvements of a town half a century old. Shops and factories were built in a substantial manner and the 2,000 people who took possession of the town site proceeded to make themselves thoroughly comfortable with good buildings, a big brick school house, churches, sidewalks, and stores. They acted as if they knew they were not embarked in an experimental venture but had what the Western man calls a "dead sure thing." What brought them there? What occasioned this phenomenal activity in constructive industry in the wheat

fields, meadows and potatoe patches on the shores of Silver Lake? The answer is, intelligence, capital and enterprise. Now let us see how these three factors were combined and made active to produce such surprising results.

About a year ago a little group of St. Paul men, who had both business courage and business experience, began looking about for some new channel into which a part of the city's strong and rapid growth could be directed. One of these men was Capt. Henry A. Castle, ex-soldier and ex-journalist, widely known in Minnesota politics; others were the Driscolls, father and son, of the *Pioneer Press*, the most powerful journal in the Northwest; still others were the enterprising and successful members of the real estate firm of Stone & Morton. These men had the sagacity to see that there was one important line of growth in which St. Paul had made but a scanty showing, namely that of manufactures. Trade and transportation had absorbed the best energies of the people, and the field of manufacturing was substantially neglected. It was evident that St. Paul had not by any means its proper quota of the many minor manufacturing concerns which supply local demand, to say nothing of the larger establishment which cover with their sales extensive regions of country. Looking over the field of raw material supply as well as that of sale it was seen that St. Paul is the cheapest great lumber market in the United States, having the Wisconsin hard woods region at its doors and the great pineries of both Wisconsin and Minnesota close at hand. Competing lines of railroads traverse the forest districts and center in St. Paul and competing lines of railroads radiate from St. Paul throughout the prairie States and Territories which are the great lumber consumers. Here, then, was evidently an excellent locality for all manufacturing concerns using wood as their raw material. The great productive iron districts of Minnesota, Wisconsin and Michigan are not far distant and though their ores now go East for smelting, furnaces and rolling mills near at hand will be soon established and cheap iron will before long be one of the advantages of St. Paul. The soft coals of Iowa and Illinois are available at low prices for a manufacturing fuel. Lying at the gateway of the Northwestern grain and cattle belt St. Paul can always offer cheap food to working people, so that wages need not be higher than in the East. Of no less importance than all these circumstances is the remarkable focussing of railway lines and railway management in St. Paul, securing, as it does, the most advantageous freight rates for manufactured products to reach the consumer.



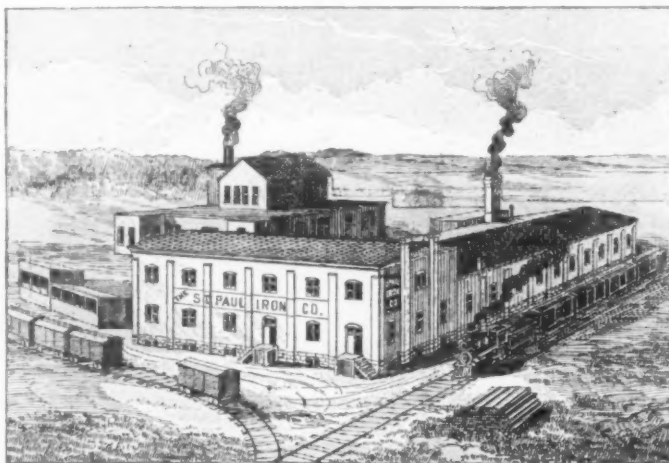
Here, then, was plainly the most promising direction in which intelligent effort for the city's growth, backed by capital, could be applied—manufactures. The little syndicate of successful business men determined to create a new manufacturing suburb, which should be just outside the municipal limits, so as to escape city taxation, and secure cheap building sites for factories and dwellings, but near enough to the city to enjoy all the advantages of its railway system, its markets, its labor supply and its facilities for amusements, education and comfortable living.

#### HOW THE PROJECT WAS CARRIED OUT.

Much of the land in the vicinity of Silver Lake was owned by Capt. Henry A. Castle. As long ago as 1872 he bought 520 acres of Gov. Marshall and had increased his holdings until he had a year ago a farm of 1,200 acres, covering most of the present town site of North St. Paul. When the Wisconsin Central Railroad was built across his farm in 1886, Capt. Castle platted a suburban town site on the shores of the lake, which was named Castle, thinking that the beauty of the spot would attract summer residents and eventually cause it to be a favorite suburb for permanent homes. Some lots were sold, but few improvements were made.

The Castle farm offered, however, exactly the tract the syndicate needed for their new manufacturing and residence town. It was just the right distance from the city, it was traversed by a new railroad disposed to deal liberally with all movements for improvement and fresh enterprise, it had beauty of appearance and variety of surface adapted to both business and residence sites and its pretty lake was a center of attraction. In March, 1887, the North St. Paul Land Company was organized, with Henry A. Castle, Lane K. Stone, Frederick Driscoll, W. S. Morton, and Geo.

A. Sexias as its leading stockholders. The capital stock of the company was fixed at \$1,000,000, and the following officers and directors were elected: Lane K. Stone, President and Treasurer; Henry A. Castle, Vice President; Walter S. Morton, General Manager; Jas. W. Jones, Secretary. Directors: Frederick Driscoll, Henry A. Castle, Lane K. Stone, Walter S. Morton, Frederick Driscoll, Jr. As soon as the frost was out of the ground work was actively begun on what might be called the framework of a new city. Over twenty-four miles of streets were graded, including a broad boulevard running entirely around Silver Lake, five miles of side walks were laid, five depots built, and the construction of two hotels and of numerous cottages started. The cottages were built by an allied corporation called the North St. Paul Cottage Company, of which Capt. Castle is President, the purpose of which is to build homes for operatives and others of moderate means and sell them at moderate prices upon installments of such small amounts as any industrious man can meet without embarrassment. A perma-



NORTH ST. PAUL.—THE ST. PAUL IRON CO.'S WORKS.

nent population of thrifty people interested in the success of the place was what was specially desired by the managers of the North St. Paul project, and to this end it was important that favorable facilities should

concerns was dispatched a special agent, who opened negotiations. Solid inducements were offered in the way of free building sites and in some cases a cash bonus was paid. The Land Company was as liberal

as it was energetic. Its members felt from the start that only a broad policy could bring a decided and immediate success. There must be nothing small and grasping about the enterprise. The faith of the stockholders in the project was shown by the large expenditures made by the management itself. By the first of June six, and by August thirteen manufacturing concerns were under agreement to remove at once to North St. Paul. By the first of August nearly all of them had begun building.

By this time the Silver Lake farm had become the liveliest place in Minnesota. On every hand buildings were going up. An army of carpenters, bricklayers, teamsters occupied the ground. Trains were unloading material, merchants were setting up stocks of goods, a brick yard was running night and day, the fragrance of new lumber filled the air, an editor was getting out the first numbers of a weekly paper, and a motor train was discharging a load of passengers almost every hour of the day. A few weeks later "The Morton," a large three-story hotel, was opened, a handsome two-story brick school house begun, which was finished before the winter came, and over a hundred dwellings were completed and occupied. By the end of 1887 there were 2,000 people living in the place. It would be difficult to point anywhere to so rapid and at the same time so solid a success in the creation from nothing of an important town.

#### NORTH ST. PAUL'S SUBSTANTIAL ADVANTAGES.

To be within the radius of a great city's activities, in the obtaining of raw material, the distribution of products, in cheap, competitive transportation, in the command of skilled labor, in food supply and all the facilities for comfortable living, and to be at the same time outside the



NORTH ST. PAUL.—WISCONSIN CENTRAL R. R. DEPOT.

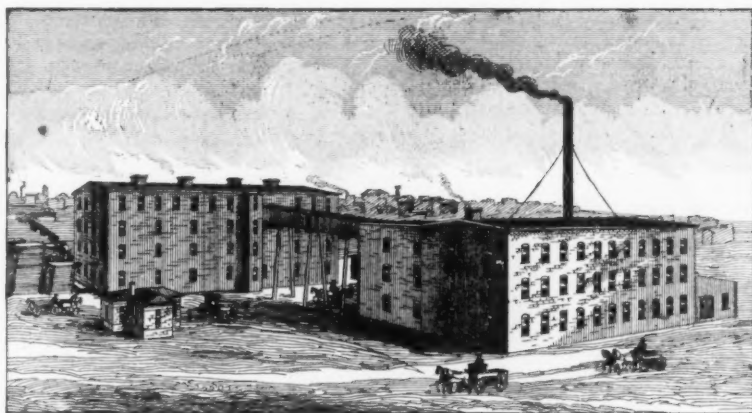
be offered at the start for the ownership of homes, and herein mainly lies the success of the enterprise.

But how could the stockholders in the Company be sure that anybody would come to buy their lots

was running night and day, the fragrance of new lumber filled the air, an editor was getting out the first numbers of a weekly paper, and a motor train was discharging a load of passengers almost every hour of the day.



NORTH ST. PAUL.—MANUFACTORY OF THE KONANTZ SADDLERY CO.

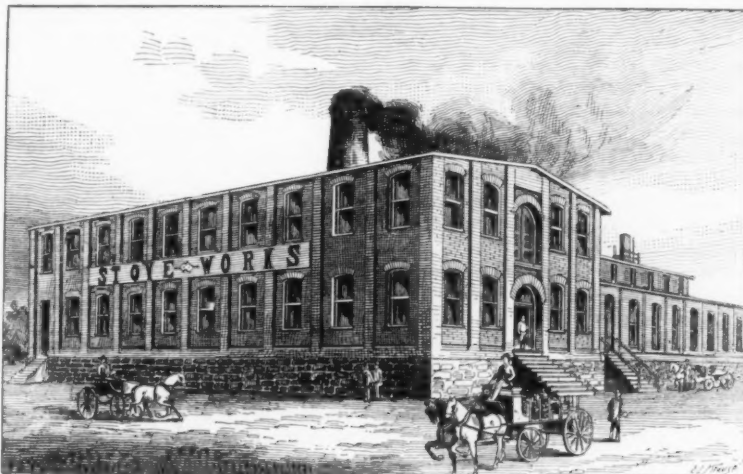


NORTH ST. PAUL.—PLANT OF THE LUGER FURNITURE CO.

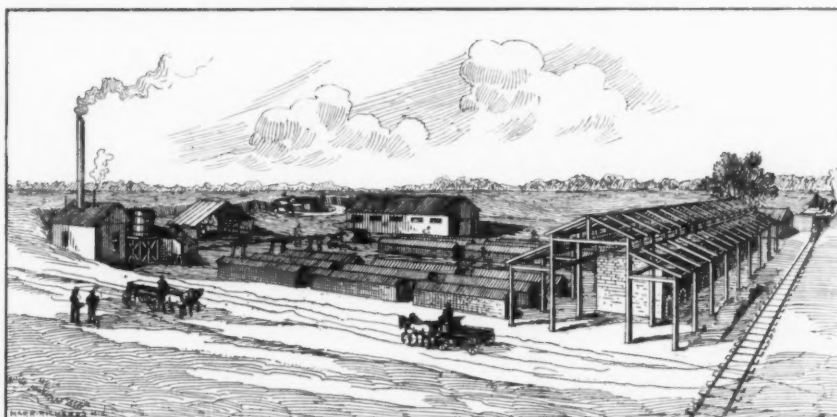
range of city taxation and able to control local improvements and local government, is the first and most conspicuous advantage of the new town.

Next to this we may put the advantage of cheap land for manufactories, which require a great deal of ground for their buildings, yards and side tracks, and also for homes for people of moderate earnings who cannot afford to pay high prices for lots. Ample space along the railway has been reserved for future manufacturing plants, and as the whole town-site is owned by a single corporation, the most favorable terms may be made for such sites. For residence lots the prices range from \$350 to \$600. The best business property on the main street is worth about \$700 per lot. The numerous knolls, with groves of oak trees, make many very desirable building sites for handsome houses, commanding extensive views.

The railway arrangements furnished by the Wisconsin Central Company, both for freight and passenger traffic, are favorable for the growth of North St. Paul. All the factories have their own side tracks and receive their raw material and ship their freight from their own doors. There are five passenger stations within the town limits, the main station being a handsome brick building costing \$8,000. Frequent motor trains run between North St. Paul and the Union Depot in the city, and the time card is so arranged as to make it necessary for workmen employed in North St. Paul to find homes there and thus give the benefit of keeping all the population supported by the factories within the limits of the new town. At the same time persons employed in St. Paul can reside in the new suburb and find trains at convenient hours to take them to and from the city. The location on the Wisconsin Central is specially advantageous in another way in the building up of manufacturing industries, from the fact that this road penetrates the heart of a region remarkably rich in crude material for manufacturing. The forests of this region contain both hard woods



NORTH ST. PAUL.—ST. PAUL STOVE CO.'S WORKS.



NORTH ST. PAUL.—THE ST. PAUL BRICK CO.'S PLANT.



NORTH ST. PAUL.—HOUSES ERECTED BY THE NORTH ST. PAUL COTTAGE CO.

and pine. The great Gogebic iron district lies on a branch of the road, and in other sections which it traverses are found, limestone, granite, sandstone and valuable clays. In the immediate vicinity of North St. Paul the country tributary to the road is thickly settled with farmers, stockmen and dairymen, insuring a supply of food products at cheap prices. In the matter of transportation North St. Paul enjoys the same advantages as the city proper; that is to say, the rates for freight shipments to and from the place are the same as those of the city.

In its separate village organization North St. Paul enjoys many immediate benefits which it could not secure for several years if it were incorporated with the city. It does not have to await for the extension of the city's system of water and gas supply. It will immediately put in its own water-works plant and its own electric light plant. Its street improvement it does not have to beg as favors from the city council

in which it would have no representation, or await the pleasure of city officials who are strangers to its needs. It can at once provide itself with fire protection. Its building ordinances can be more liberal than those of the city. The city street railway, gas and other charters do not cover its territory, and it can establish its own local corporations for all purposes of local improvements. Its taxation can be regulated by its own citizens and the money applied exclusively for home benefits. The ultimate destiny of North St. Paul is no doubt to be absorbed in the neighboring metropolis, but for four or five years to come it is better for it to stand alone. This was the unanimous opinion of its people, for at the election held on the stormiest day in January to decide on the question of securing a village charter there were 221 affirmative votes and not a single vote in the negative. About half the voting population turned out at the polls although it was known there would be no contest.



## NORTH ST. PAUL IN FEBRUARY, 1888.

Standing on the piazza of "The Morton" the visitor to North St. Paul sees a busy manufacturing town covering an area of about one and a half miles in length by a little over a mile in width. The newness of the buildings indicate the recent origin of the place, but no one not informed as to its remarkable history would suppose it to be of so very recent date. In fact there are many things that appear to show, even when the rapid methods of Western growth are taken into account, that several years of enterprise lie back of the town, such as the six churches, the big brick school house, with its tower, and the brick factories, which it is difficult to think of as having sprung up in a few months, so solid and well-established do they appear. Perhaps the scattered position of the buildings best bespeak the extreme youth of the place, for feeling sure that the whole of the original town site would be occupied in a few years and that additions would be needed, the people chose such locations as pleased them best for the early improvements. Their view as to the need of additions has already proved to be correct, for six have already been platted, besides the Castle town site which was by the Land Company added to the six mile square tract originally selected for the town. One of the six is the Lake Side addition, north of the lake, owned by the North St. Paul Land Co., two belong to Stone & Morton, one to the Rev. Samuel G. Smith, pastor of the People's Church, in St. Paul, one to Holloway & Nettleton and one to Geo. P. Nettleton. All of these additions will be improved this spring.

The main street is a direct extension of Seventh Street in St. Paul. Two miles are already graded towards the city. When this street is opened through to the Harvester Works so as to connect with the city street the distance by its straight line from the post office in North St. Paul to the post office in the city will be only five and one-half miles. That there will be a continuous built-up street for this whole distance in a very few years no one at all familiar with the tremendous strides the metropolis of the Northwest has made of late can for a moment doubt. The two business streets of North St. Paul already

show many substantial improvements. The business concerns comprise two hardware stores, four groceries, two dry goods stores, one book and stationery store, three meat markets, four saloons, two drug stores, and there are two hotels in the place, a lumber yard a brick yard and six boarding houses, two of which are large enough to be classed as hotels.

The churches are Congregational, Presbyterian, Baptist, German Evangelical, German Lutheran, and Scandinavian Lutheran and this liberal provision for the religious life of the community will soon be en-

larged by the erection of a Methodist and a Catholic church. The school house cost \$11,000, is heated by steam and contains two departments, which will soon be increased to four, making a graded school, assimilated in its courses of study to the ward schools of the city.

Up to December 1st, there had been sold by the Land Company, of lots and blocks, \$212,000 and the total value of improvements made was \$630,000. At that date the value of the unsold portion of the original town site owned by the company was esti-



NORTH ST. PAUL.—PUBLIC SCHOOL BUILDING.



NORTH ST. PAUL.—A SCENE ON SILVER LAKE.—[From a sketch by Braunhold.]

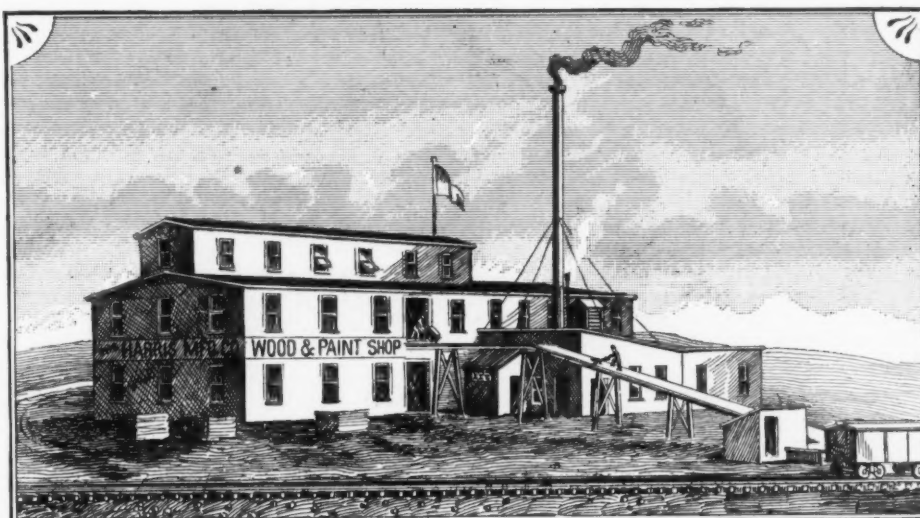


mated at \$1,000,000. Thus it would appear that the property values in land and improvements created by the North St. Paul enterprise, in about six months time, over the value of the land at the time the improvements were commenced was at least a million and a half. When it was borne in mind that all this is the result of the efforts of a single corporation, composed of a few men and controlling only a moderate capital, the reader will readily admit that such a spectacle of rapid growth deserves the full notice we give it in a periodical especially devoted to chronicling Northwestern progress.

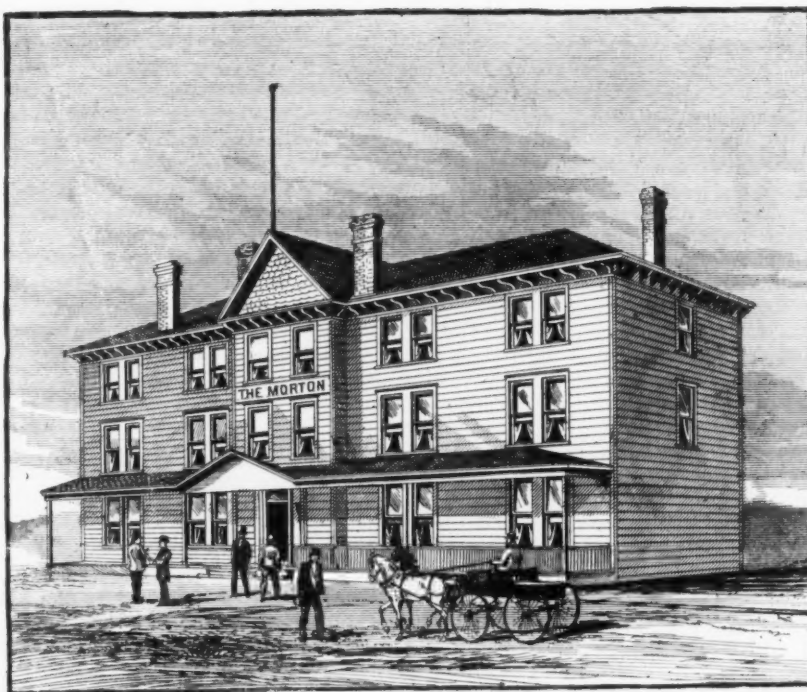
We have already referred to the excellent railway facilities of the new town, but have not mentioned the fact that comfortable access to all parts of the place without the necessity of long walks from the central station is provided by local passenger stations. These are Colby Avenue and Indiana Street, west of the main station and Division Street and Castle, east of it. Thus there are five stations within the limits of North St. Paul. The handsome Central station is the subject of one of our artist's sketches. It is seven miles from this station to the Union depot in the city and the round trip rate is only twenty-five cents, just one-half what the roads between St. Paul and Minneapolis charge for a round trip of but little greater length. For mileage books only about one cent per mile is charged, or eight cents going or coming. Thus it costs the North St. Paul resident only three cents more to ride to the city in an elegant car heated by steam than it costs the city man to go to his business on the street railway.

#### THE INDUSTRIAL ESTABLISHMENTS.

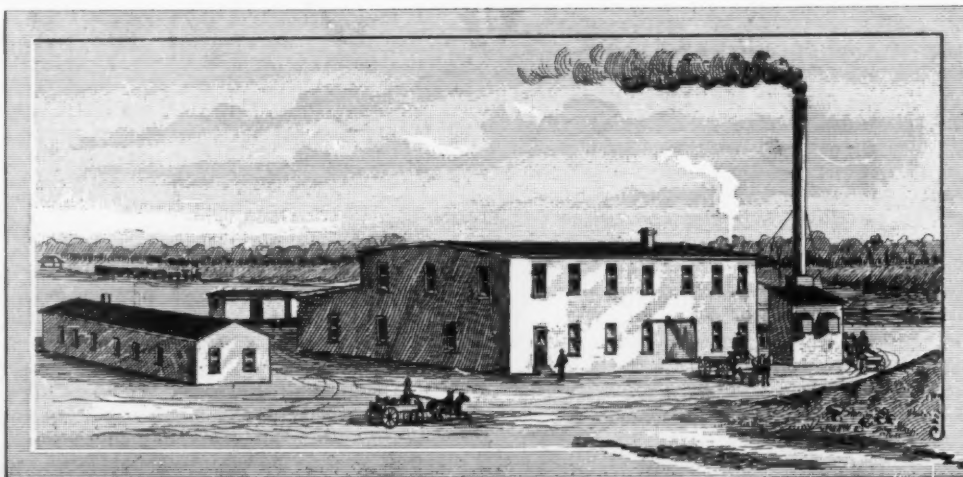
A concern that any city in the United States might be proud of is the Luger Furniture Company, whose plant covers nearly five acres of ground. It has already become known as one of the very largest in the country, though the first building was begun only last June; and the trade, which can hardly be said to be more than started, even now extends into almost every State and Territory west of the Mississippi



NORTH ST. PAUL.—THE HARRIS MANUFACTURING CO.'S WORKS.



NORTH ST. PAUL.—"THE MORTON."



NORTH ST. PAUL.—THE CRAMER AND CONVEY BOX FACTORY.

River. Having many advantages not possessed by older houses elsewhere, and lacking in no particular complete facilities for the manufacture of every class of furniture, the Lugers have been enabled to push their goods to the front without delay, and find a ready market. Their success, however, is not due entirely to this: There are in all no less than thirty-three of the Luger Family employed at the works, every one of whom seems to have in view the success of the institution—a personal interest. Any one who has ever seen principals and subordinates working earnestly together to a common end, and noted results, will readily understand why the Luger Furniture Company is so rapidly building up a vast, substantial trade, and accomplishing, apparently in a few months, what requires ordinarily many years.

The main building of the plant is of brick, five stories in height, and cost \$65,000. It is 50x100 feet in size, with an "L" 19x44. There is a

warehouse 60x125; dry kiln, 40x80; engine room, 45x35; varnish room, 24x40; lumber shed, 38x68; blower room, 12x16; office, 40x40. There are, of course, numerous other and smaller buildings. Ninety men are employed altogether, about the place, though this number will be increased to at least 200 when the spring trade begins.

Last year—or the latter half of it, rather—the company paid out something like \$6,000 for freights alone. This item will give the reader an idea of the expense of running such an establishment. There are six travelling salesmen constantly on the road, whose sales are increasing wonderfully fast. These representatives are doing much to attract the attention of the world to North St. Paul as a manufacturing town, and extending the reputation of their house in the most effective manner.

The company has at present a capital of \$100,000, which will soon be increased to \$150,000. The officers are F. Luger, President; F. J. Luger, Secretary and Treasurer;



NORTH ST. PAUL.—CAPT. H. A. CASTLE'S RESIDENCE.

Joseph A. Luger, Assistant Secretary, and John Luger General Manager. The designer, Mr. L. Luger, is not only an expert in his line—he is a genius; and a house that has his services is certain to become famous in time. It is the designer who brings out new ideas, and combines those qualities so necessary in furniture now-a-days; namely, convenience, comfort, beauty and compactness. The work being turned out by this company has all these, and many other good points, and there is no question but that in another year the demand will exceed the supply.

The importance of the retail lumber trade, in a new town, is easily understood. In order to supply the demand in a rapidly growing town, dealers must be on the alert; ever ready to furnish on short notice any quantity of "dimension stuff," flooring, ceiling, siding and shingles, and be able to deliver it almost as soon as the building contracts are completed. North St. Paul is fortunate in having a firm located there that is fully up with the times, and who are able to carry a complete stock of everything in this line. Sullivan & Co., (successors to Greenleaf & Co.,) are credited with more than ordinary enterprise, and the ability to conduct a business of any magnitude. It is possible that the coming season will give them all they can do to supply lumber for new houses, but North St. Paul people feel unlimited confidence in them, and they will doubtless be found equal to the emergency. Very much depends upon the promptness of a firm in this line, when there is a rush.

The St. Paul Iron Co. was formerly known as the Western Iron Co. of Cincinnati, Ohio and was among the first to locate at North St. Paul. They manufacture radiators, steam, water and gas fittings, and everything appertaining to steam heating supplies. They have a very extensive line of patterns and complete for their line of business; there are only five

other concerns in the United States with as equally good set of patterns. They fill a long felt want in St. Paul, and in consequence have been over-run with orders from the very first day they were open for

building is 42x100 feet, two stories high, machine shop 42x100, one story, and foundry 80x80, besides coal sheds, etc. They were fortunate in discovering near their plant a very excellent quality of moulding sand by the use of which they have been able to turn out a very superior cast work. They have lately secured the contract to furnish the new Manitoba Railway building with steam-heating apparatus, which uses over sixteen thousand radiator tubes. They are rapidly cutting into the business of Crane Bros., of Chicago, who have heretofore furnished all this class of goods for the Northwest. They are a great addition to St. Paul and are best appreciated by the local firms supplying our houses and business blocks with steam heat. They commenced business Sept. 16th with a force of twenty men and rapidly increased this number until to-day they have fifty men on their pay roll. Their orders are from two to three months ahead of them, and they are now contemplating extensive additions this spring. Col. Fulgraff and H. T. Duke are both men of enterprise and push, and have ample means to successfully carry on their business. It is but a question of time when they will employ many more men and practically control the extensive business of steam heating in the Northwest. As it would take some five years to duplicate their line of patterns an idea



NORTH ST. PAUL.—THE ST. PAUL KENNEL CLUB'S HEADQUARTERS ON SILVER LAKE.

business. Soon after coming here they purchased the foundry of E. S. Osborn & Co. and are now doing all the work for this firm. They employ fifty men and will add a larger force in the spring. Their main

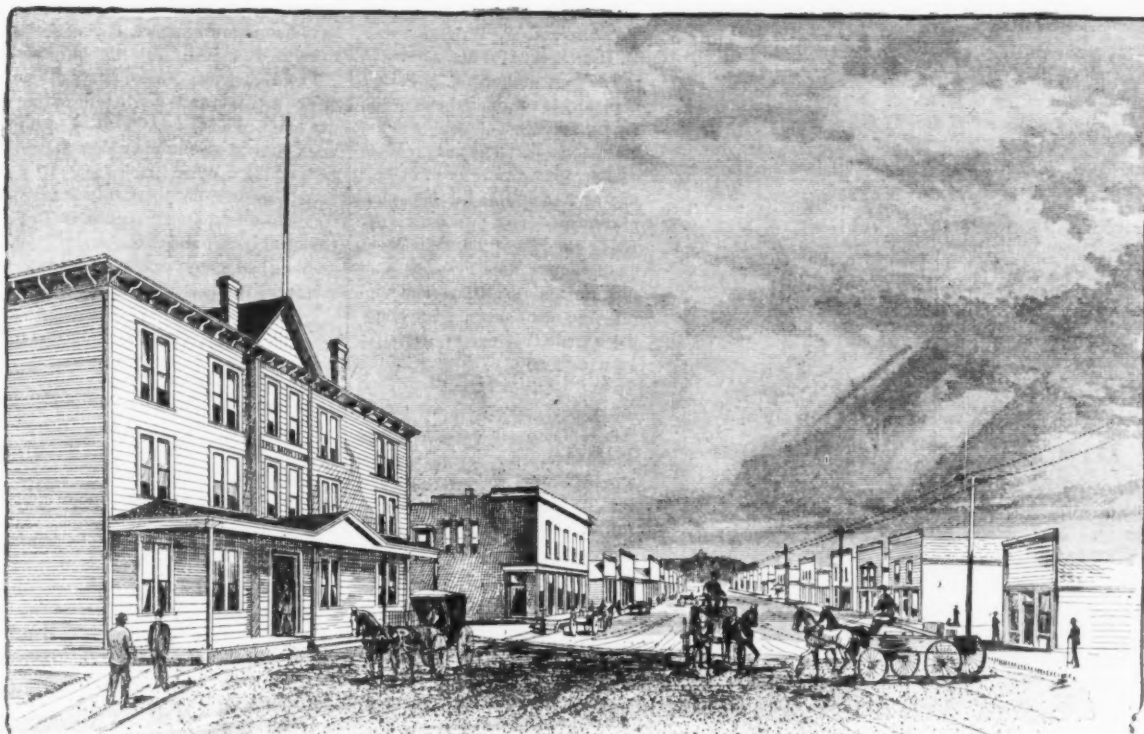
can be formed of the position of this firm with reference to the Northwestern market. They can easily compete with Eastern firms and still have a good margin of profit left.

The Cramer & Coney Mfg. Co. is composed of John C. Cramer, formerly of Bay City, Mich. and Wm. J. Coney of Akron, O. They have a factory 56x100 feet, two stories in height, with an "L" 40x50, fully equipped with the latest and best wood working machinery. Their factory is divided into two departments, one under the supervision of Mr. Cramer, making all styles of wooden packing boxes, and the other under Mr. Coney manufacturing interior finishing supplies. Mr. Cramer has also a planing mill outfit connected with his factory and is prepared to do all kind of work; in the spring he will commence the manufacture of blinds and sash. They are both practical men of wide experience in their line of business and will make a successful firm. To give an idea of the territory tributary to St. Paul in this line of business, they say they but recently shipped a car load of boxes to Indiana, and are now working up an extensive trade throughout Kansas, Nebraska, Iowa as well as Minnesota. At present they are doing a large trade with the wholesale houses of St. Paul. They express themselves as being perfectly satisfied with the outlook for their business. They say that they



NORTH ST. PAUL.—RESIDENCE OF ALFRED FRESHL.





NORTH ST. PAUL.—VIEW ON SEVENTH STREET LOOKING WEST FROM "THE MORTON."—[From a sketch by Braunhold.]

have a large territory to supply which will give them all the business they can attend to. They have ample capital for their present and prospective needs.

Capt. Castle is fitting up a three-story brick building, 60x100 feet, to be sub-divided into small compartments for the use of manufacturers who wish to start in a modest way. Power will be supplied for the entire building from an electric motor plant near by. This very useful institution promises to be a great success, as numerous applications for space have already come in from various sources. The building will be located on a side track, and goods can be shipped in car-load lots if desired.

The building of the North St. Paul Manufacturers' Union is one of the most conspicuous structures in the town. It is 120 feet long by sixty wide and five stories high and is completely equipped with engine, boiler, shafting, elevator, heating apparatus, etc. Attached is a dry kiln 30x30 feet with steam pipes, etc., ready for use. The building is substantially constructed, and conveniently arranged for wood working purposes. It will soon be occupied by important manufacturing concerns whose names have not yet been made public.

North St. Paul Broom Co.'s factory was formerly located in St. Paul under Geo. B. Pelton, but in November was moved to North St. Paul. They have a building 40x80. Mr. Pelton is a live, energetic young man, and at the present writing has a force of twelve or fifteen hands under him. He sells all his goods direct to the wholesale trade of St. Paul, they taking everything he manufactures. The company expect at once to enlarge their business in every way. They intend to make their broom factory the largest in the Northwest, and it is but a question of time when it will be the largest in the Northwest.

The St. Paul Stove Company is the

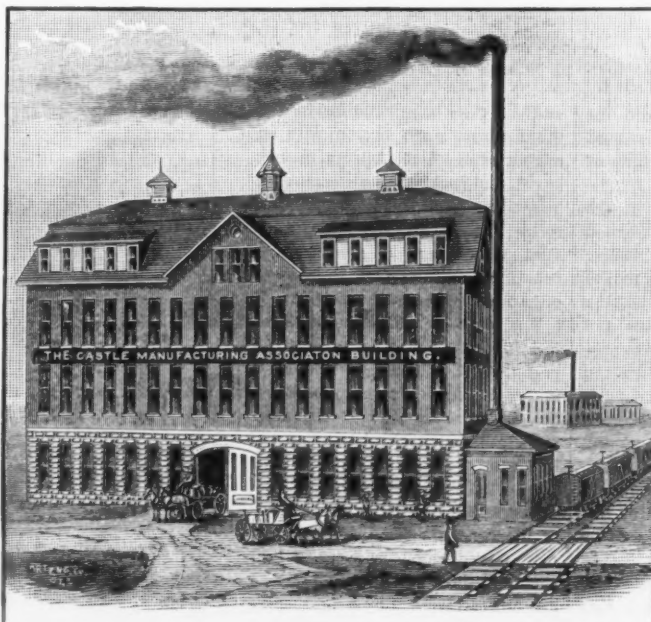
pioneer establishment in Ramsey County for the manufacture of stoves and furnaces, and will soon turn out the first cook stove ever made in the vicinity of St. Paul. This enterprise has a wide field open for its efforts and will be sure to find a ready market for all its products. Besides cook stoves the company will manufacture hot air furnaces of the best designs. Their buildings consist of a foundry 60x100 feet and a finishing building 43x100 feet. The principal stockholders are A. K. Pruden, of the Pruden Stove Co., an old St. Paul house, L. A. Fullgraff and H. T. Duke, of the St. Paul Iron Co.

The North St. Paul Brick Company figures largely in the rapid building up of the place. A sufficient supply of good brick, ready for delivery, is as neces-

sary to the growth of a town as money. Nature provided the material—a very fine body of clay—for an unlimited quantity of the very best brick, and this company is making good use of it. Kilns have been established, and an extensive plant put in, consisting of an eighty-horse power engine, two improved brick machines, tempering machines, disintegrators and other necessary appliances. Seventy men were kept constantly at work until cold weather set in. This season the capacity will be increased, if necessary; though the company is now prepared to furnish an immense quantity.

The North St. Paul *Sentinel* is recognized as one of the most important features of the city. Its editor and proprietor, Chas. R. McKenney, has put in facilities for doing all classes of job printing, as well as book work. It is not necessary for the merchant to go out of town for his stationery, for everything can be furnished at home. In a short time, this establishment will need more room, as the business is sure to grow rapidly. The paper is a weekly of particularly handsome appearance, and is as ably edited, interesting and judiciously conducted a newspaper as there is in the State. It is, to be sure, devoted almost entirely to the interests of North St. Paul; but there is broader-minded, more liberal, more respectful tone about the *Sentinel*, than is usual with this class of publications. Mr. McKenney seems to understand just what is wanted—what is best for the community in which he lives and labors, and acts accordingly.

The Konantz Saddlery Co. employ sixty men, and occupy a handsome three-story brick building 50x100 feet. This is an old and widely known St. Paul concern with a reputation for making fine goods in both the harness and saddlery line. The company was induced to erect a factory at North



NORTH ST. PAUL.—CASTLE MANUFACTURING ASSOCIATION BUILDING.





NORTH ST. PAUL.—RESIDENCE OF C. R. M'KENNEY.

St. Paul by the evident advantages of the place for manufacturing. Its trade extends to the Pacific Coast, into Wisconsin and Iowa, and it is the most prominent concern of its kind in the Northwest. Its machinery can be compared, favorably, with that of any factory in the East, and the work turned out, including everything in harness, saddles and collars, is second to none. The goods are especially adapted to the Northwestern trade; and that the efforts of the company are appreciated, is attested by the fact that orders have increased to such an extent that it will soon be necessary to double the present force of employees. The business on hand, today, would justify the enlargement of the quarters to twice its present size. Just now the company is turning out about 200 sets of harness a week. In a short time 300 sets will be the average output. The local demand for the finer class of goods,—in St. Paul and Minneapolis, principally—includes numerous orders for coach harness costing from \$500 to \$700.

In the carnival parade a number of these were displayed, the Konantz Saddlery Company being credited with furnishing one of the most attractive features of the exhibit.

The Harris Manufacturing Company is one of the very largest establishments in the Northwest, devoted to the manufacture of farming implements. Their main building, a one and two story structure 175x40 feet in size, contains complete facilities for making all kinds of harrows, bob-sleds, grading tools and fencing. It is the intention of the managers to supply wholesale dealers with whatever they want in this line. They are also prepared to turn out any quantity of picket and wire fencing. Just at present the company are running full capacity, and working sixty men extra hours, on a contract for 1,000 harrows, of a pattern of Mr. Harris' own invention. There is every reason to believe that orders of this size will be numerous, when spring trade fairly opens. The facilities for turning out great quantities of these goods on short notice are equal to any in the West, and it is confidently expected that even the present large force will need to be greatly increased before many weeks, in order to meet the

demands. The President of the company is Capt. H. A. Castle; Treasurer, A. P. Wright, and J. H. Harris, General Manager.

The plant of the St. Paul Casket Company is considered one of the largest and finest of its kind in the United States. The machinery is complete in every respect, including, as it does, all the latest improvements for woodworking. Every known style, kind and quality of coffins, caskets and undertakers' furnishings and supplies are made here. The house has a trade that covers, perhaps, as wide territory as any in the Twin Cities. A statement of the quantity of goods turned out by this company since starting here would astonish the reader. The officers of the company are Carl Freshl, President; L. L. Tabor, (Milwaukee,) Vice President; Alfred F. Tabor, General Manager. They employ about 100 men,

moving their plant from the city to North St. Paul to get better facilities for their works, the property they have heretofore occupied having become too valuable to be used for manufacturing purposes.

The Enterprise Manufacturing Company will commence active operations in the spring with seventy-five hands. They have already completed two fine brick buildings, one of which is two stories, 35x86 feet, and the other 30x30 feet. The company will make novelties, but the great specialty will be fishing tackle of every description. Mr. P. F. Pilueger, the principal owner and manager, is from Akron, Ohio, and has had many year's experience in the manufacture of this class of goods.

#### NORTH ST. PAUL'S IMMEDIATE FUTURE.

What has thus far been accomplished in North St. Paul, remarkable as have been the results of the Land Company's enterprise, is only regarded as a beginning. The advantages of the place as a manufacturing point have been demonstrated and it is now a great deal easier to induce more industrial establishments to locate there than it was to persuade the pioneer concerns to go upon what was only a vacant tract of land last spring. The company is by no means disposed to rest upon its achievements or to change in any respect its liberal policy. It is actively at work in all directions that tend to the further growth of the place. A number of important firms whose names we are not at this time at liberty to mention are under contract to move their works to the new town early in the present season and negotiations are in progress with others which promise a favorable result. It is expected that before next fall there will be at least twenty additional factories established, more than doubling the present working population. Contracts have been made for the erection of a number of business blocks and for more than a hundred dwellings and just as soon as the building season fairly opens the extraordinary activity of last fall will be renewed. A conservative estimate of the year's growth places the population at the close of 1888 at not less than 5,000.

Beside the establishment of new manufacturing concerns with considerable capital able to erect their own buildings there are two other



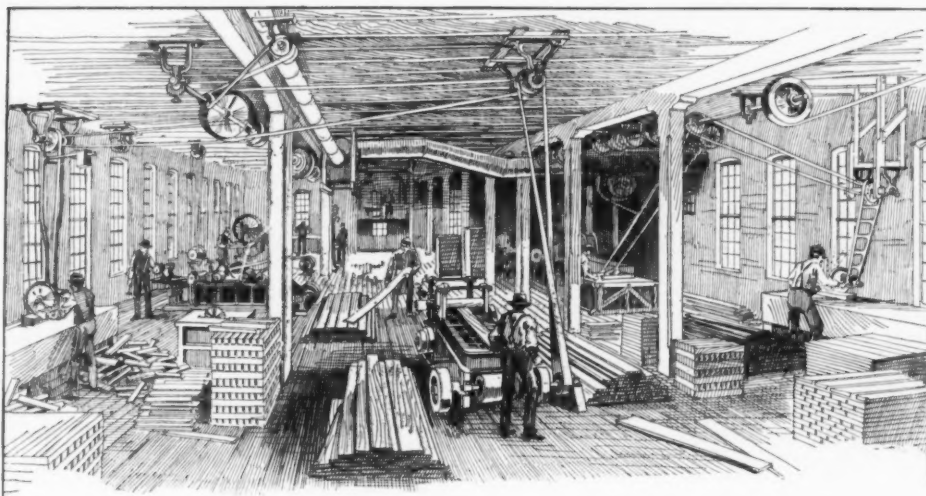
NORTH ST. PAUL.—RESIDENCE OF E. S. OSBORN.

and have three large buildings in use: the machine shop, 42x150, with an engine room 30x40; finishing house, 48x98, and packing house, same size. The company has an office and sales-rooms at 110 West Third Street, St. Paul, where may be seen a most beautiful and interesting assortment of hardware, robes and linings.

The work on a large building for the Union Iron Works Company has begun. C. H. Robinson, of the widely known house of Robinson & Cary, St. Paul, is at the head of the enterprise, and will make it one of the important manufacturing concerns in North St. Paul. C. H. Dunn is Secretary and Treasurer, and Manager of the concern. The company will manufacture architectural iron work, steam heating appliances and certain specialties invented by a member of the firm. They have been established for many years in St. Paul and are



NORTH ST. PAUL.—ONE OF THE MODEL COTTAGES ERECTED BY THE NORTH ST. PAUL COTTAGE CO.



NORTH ST. PAUL.—INTERIOR VIEW IN LUGER FURNITURE CO.'S MANUFACTORY.

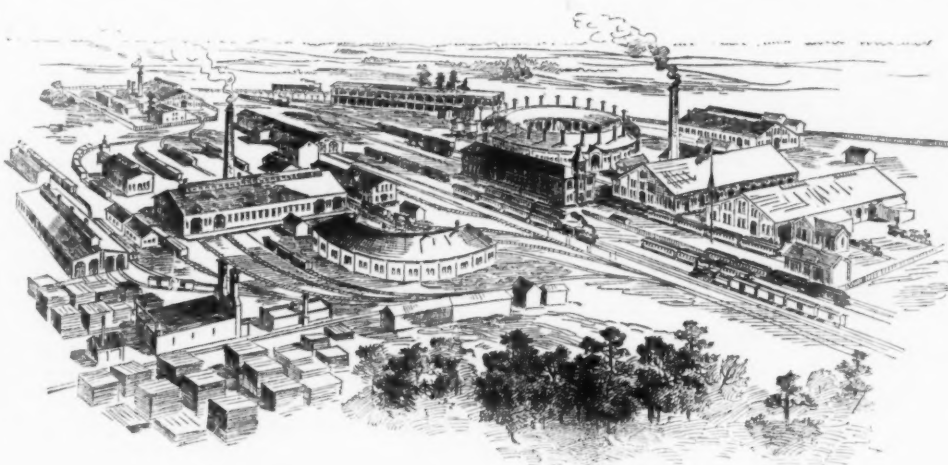
lines of new growth which will be developed this season. The first is the location of small manufacturing concerns in a large building, supplied with power, light, heat and side track facilities, where operations can be begun with but a minimum expenditure for plant by the payment of a very moderate rent for space and power. The second is the attraction of people employed in the city to make homes in North St. Paul by the beauty and convenience of the place, its cheap building lots, its facilities for acquiring the ownership of houses by easy payments, the schools and churches, the handsome lake for boating and the cheap and comfortable means of transit to and from the city. These advantages will in time give North St. Paul a large population apart from the elements supported by its own industries and trade.

#### NORTH ST. PAUL BUSINESS MEN'S ASSOCIATION.

This organization, formed in August last, is a strong and beneficial influence in the development of North St. Paul. Its present officers are C. R. McKenney, President, J. W. Herrick, Secretary and P. A. Whaley, Treasurer. The membership is forty-three including the most active business men, in the place. One of its leading members, speaking of the success of the association, said recently:

"Hardly had the organization been perfected before electric lights, telephones, steam fire engines, artesian wells and water works were discussed, but through all the proceedings from date of organization not a mention is made of a cemetery, nor a company to select ground for a site. Thus far a 'city of the dead' for this progressive town has been unnecessary for not a death has occurred within its limits during the nine months since the first ground was broken on its site. A record that cannot be overlooked by those in search of homes in a healthful locality. In looking over the career of this Association one is reminded that North St. Paul incorporated sprung from it, and the foundation of 'the city on the heights' was

evolved by the little band of men who considered it as great a privilege to attend its deliberations as the average man does to cast his vote for the President of a great republic."



NORTH ST. PAUL.—PROPOSED SHOPS OF THE WISCONSIN CENTRAL RAILROAD.

#### THE NORTH ST. PAUL COTTAGE CO.

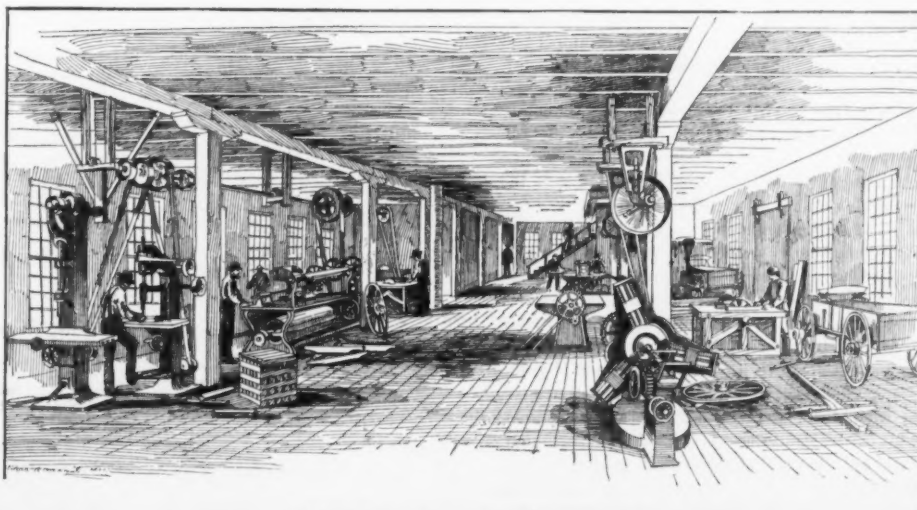
This company was organized simultaneously with the North St. Paul Land Company, and has although entirely separate, to a considerable extent the same

body of stockholders and managers. It was formed for the purpose of building good, substantial, neat dwelling houses on eligible lots at North St. Paul, which, when completed were to be sold on small monthly payments, to operatives in the factories and others. The plan was pursued vigorously and systematically, and the results have been, so far, equal to the most sanguine expectations of the projectors. Eighty houses, or more, were built during the summer of 1887, with a pleasing variety of style, size, price and adornment, so as to suit the tastes and fit the purses of all classes of buyers. These dwellings were scattered over central localities on the town site, located in groups, at convenient points, and their fine appearance has been a theme of admiration to all visitors, as their low price has been a matter of astonishment. A few of these houses were finished late in the autumn, and reserved for early spring sale to expected new-comers this season. The demand has already commenced quite briskly, and the prospects are that the Cottage Company will be obliged to more than duplicate the work of last season during the

coming summer. It may be stated as a gratifying circumstance, proving both the good faith of the company, and the good character of the buyers, that both parties are well satisfied. The purchasers have gone to work promptly, in every case, and added to the

value of their property by immediate additions and improvements, which at the same time, with equal unanimity, promptly meeting their monthly payments of principal and their quarterly payments of interest. The company is, of course, pleased to see their security constantly increased and the debts reduced, so all are satisfied. Every operative thus engaged in building up, beautifying and paying for his own home, becomes, at once, a good citizen, personally and vitally interested in the prosper-

ity, the stability and the good government of the town. He is under the strongest possible bond for good conduct and a manufacturing town, composed almost wholly of such citizens, would seem to be in a fair way to realize the highest ideal of a prosperous community.



NORTH ST. PAUL.—A FACTORY INTERIOR.





NORTH ST. PAUL.—BOATING ON SILVER LAKE.

Henry A. Castle is President and S. H. Watson is Secretary of the North St. Paul Cottage Company, and its general office is with that of the land company, at 82 National German-American Bank Building.

#### THE NORTHWESTERN KENNEL CLUB.

Located within the corporate limits of North St. Paul are the finest kennels in America. This statement may seem immodest, not to say absurd, to the average reader. But it is a fact which will not be disputed by anyone acquainted with the various similar concerns scattered over the country. The famous Westminster Club of New York is far inferior in equipment. The Northwestern Kennel Club, like some others, was not organized solely for the purpose of breeding, training and caring for blue-blooded canines, but it is fully as much a social institution; indeed, it is more of a country club-house, where members may drive to, and enjoy the comforts and luxuries of the ordinary city "club," with the additional advantages of out-door sports. Trap-shooting is a favorite pastime with the members, and the equipment of the grounds for this diversion is complete in every respect.

It is frequently the case that a man's dog is the object of its owner's most profound affection and respect. The favored animal in such a case is generally —when the owner is well-to-do—pedigreed to within an inch of his life, but polite, appreciative and handsome, and an ornament in the drawing-room, where his good breeding puts oftentimes to shame, by mere contrast, the parvenus of modern society. He returns his master's love a thousand fold, and is grateful for a kind look or a caress. It is not strange, then, when the dog's good qualities are considered, that his owner should provide for him the best quarters and attendance that money can secure. In the kennels at North St. Paul the most miserable, dejected dog on the face of the earth would be made happy.

The "Northwestern Kennel Club of St. Paul" was

organized in April, 1887, with a capital stock of \$10,000. Ten acres, beautifully situated on the north shore of Silver Lake, with a frontage of about 1,000 feet, were purchased, club house erected, kennels built and grounds put in the best possible order. The club house itself is 50x58 feet in size, two stories, and elegantly furnished. The interior woodwork is of the richest antique oak.

The kennel building is a quadrangular structure, 100 feet square, enclosing a court yard. On three sides of the court are the kennels, each having a small yard in front, enclosed by an iron fence. There are accommodations for over 100 dogs. On the fourth

side of the court is the kitchen where the food is prepared in as cleanly and orderly a way as in the kitchen of a good hotel. Adjoining are a number of rooms called the whelping rooms, for dogs with puppies, and beyond is a large store room.

The members of the club are among the very best of St. Paul's citizens, and are mostly young or middle-aged men of business. The officers, elected to serve until June 1888, are W. R. Merriam, President; G. T. Schurmeier, Vice President; R. A. Craig, Secretary; Wm. Dawson, Jr., Treasurer. The members are S. Lee Davis, C. C. H. Smith, Dr. C. A. Wheaton, C. Heinrich, R. W. Cavanaugh, Wm. F. Bickel, S. E. Dawson, Wm. G. Strickland, F. A. Seymour, John G. Hinkel, Dr. J. H. Stewart, Dr. W. H. Crary, C. Paul, Dr. John F. Fulton, Jas. E. Moore, Jas. Doran, L. E. Newport, B. F. Schurmeier, J. S. Robertson, Jas. McClure, E. Rice, Jr., Theo. B. Myers, Lane K. Stone, J. C. Stout, Fred P. Wright, A. J. Wampler, Henry A. Castle, W. W. Thomas, John W. Merriam, W. R. Merriam, W. S. Morton, E. H. Bailey, W. Dawson, Jr., Albert Scheffer, J. H. Burwell, G. T. Schurmeier, R. A. Craig, J. H. Schulze, S. Van Wyck, T. L. Schurmeier, E. W. Peet, H. Sahlgaard, Chas. P. Coleman, Chas. D. McKey, A. L. Adams, Jos. K. Bacon, Geo. V. Bacon, Dr. R. H. Patterson, Geo. Hunsaker, C. P. Lewis, E. C. Long, W. P. Johnston, Dr. A. E. Senkler, Geo. G. Benz, A. H. Lindeke, W. M. Bushnell. These well-known gentlemen, almost without exception, take an active interest in the affairs of the club, which is destined to have a world-wide reputation. It is certainly an institution to be proud of.

#### AN ENTERPRISING FIRM.

No one could have any acquaintance with North St. Paul and not know the firm of Stone & Morton. So closely identified are the interests of this firm with those of the North St. Paul Land Company, and other large corporations holding property there, that a great many people see no distinction. But the firm of "Stone & Morton, Real Estate, German-American Bank Building," is an individual concern to-day, just as much as it was when just organized in July 1886;—long before North St. Paul was heard of.

It is a good illustration of what can be accomplished with an abundance of faith, keen foresight and shrewdness, to review from the beginning the wonderful record of this firm, the magnitude of its transactions, and the astonishing results. When Stone & Morton first began business as a firm in a little office on Jackson Street, they had no deals on hand worthy of mention. It was a very modest beginning. Soon, however, those qualities referred to above made them-



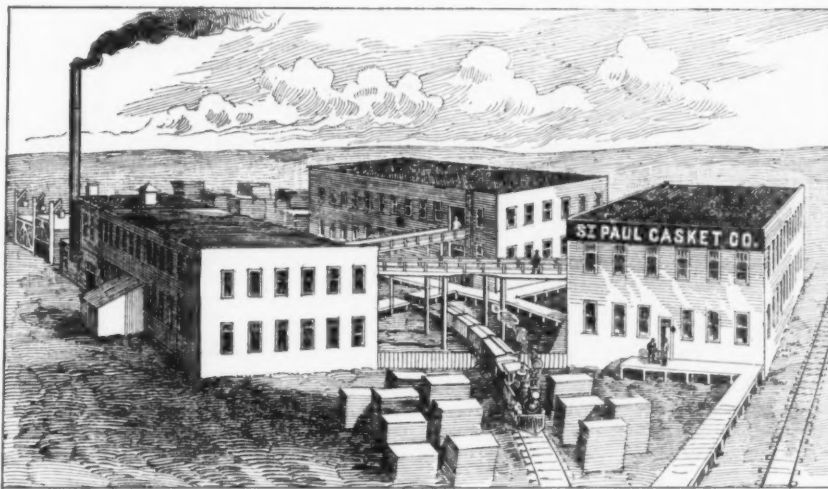
NORTH ST. PAUL.—RESIDENCE OF C. E. STANTON.



selves known, and the two young men had all the business they could properly handle. Their course as a firm was clearly defined. Property was not acquired for the sole purpose of speculation. Whatever came into their hands was improved. Its value was increased accordingly, to be sure; but the commendable enterprise which characterized all their movements, when contrasted with the penurious, narrow-minded course of the average speculator, who simply wants possession, and waits for his thrifty neighbor to do the rest—the difference is readily seen and appreciated. If such a course had been pursued by property-owners generally, in St. Paul, for the past two years, what a grand city she would be to-day!

When they conceived the idea of building the city of North St. Paul, their business had assumed large proportions,—equal, indeed, to that of any real estate firm in the Northwest. At one time, their transactions amounted to no less than \$400,000 a month. But every dollar was carefully looked after, and every deal, large or small, received proper attention. The conception and subsequent development of North St. Paul, though, is the one great monument to their enterprise and ability. This stands without a parallel in the history of St. Paul real estate. L. K. Stone, the senior member of the firm, was made President of the Land Company, and W. S. Morton, General Manager. All warrants passed through their hands,

will within a short time offer an outlet for the Puget Sound lumber in that direction. The manufacturers already enjoy a lively trade down the coast, besides a steady and remunerative foreign market.



NORTH ST. PAUL.—THE ST. PAUL CASKET CO.'S PLANT.

ployed, in latitudes where sun umbrellas are not a necessity during a part of the year at least. The lumber interest has developed wonderfully in the South in the past two or three years, but it is reasonable to believe that in rapid growth and in importance much greater things will be developed in the West than in the South. While the manufacturers and dealers in Wisconsin and Minnesota are calculating the possibilities of sharp competition from the South, it will be well enough for them to bear in mind that the lumber of Washington Territory is not much further away than that in Mississippi, Georgia and Arkansas, and that it is much nearer all the territory west of the Missouri and north, say of the Atchison, Topeka & Santa Fe road. Puget Sound cedar and Douglass fir is destined to be a more formidable competitor of the white pine of Wisconsin and Minnesota than the yellow pine and cypress of the Southern States.—*Minneapolis Lumberman.*

#### An Accommodating Hotel.

A Nebraska hotel advertises a cyclone cellar as one of its attractions. The following is its card:

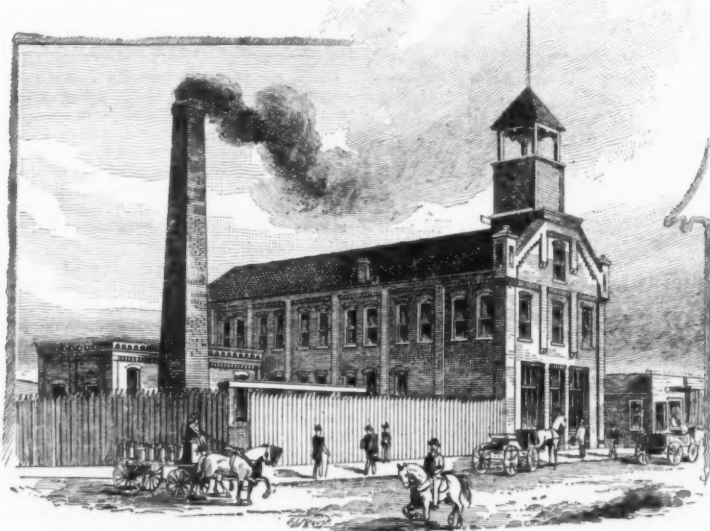
SLIDEUNDER HOUSE.

TORNADO BILL.....Proprietor.

Hot and cold air in every room.

Elegant cemetery in connection.

“This is the only house in the city provided with a cyclone cellar for convenience of guests. Flume leading from each room to cellar. Guests can drop to lower floor in quarter second. No requirements as to costume in making the descent. Stop at the Slideunder, and while guests of other hotels will be mounting the golden stairs, you will be scooting down the flume to absolute safety. Ask yourself the question: Am I prepared to die?”



NORTH ST. PAUL.—THE ENTERPRISE MANUFACTURING CO.'S WORKS.

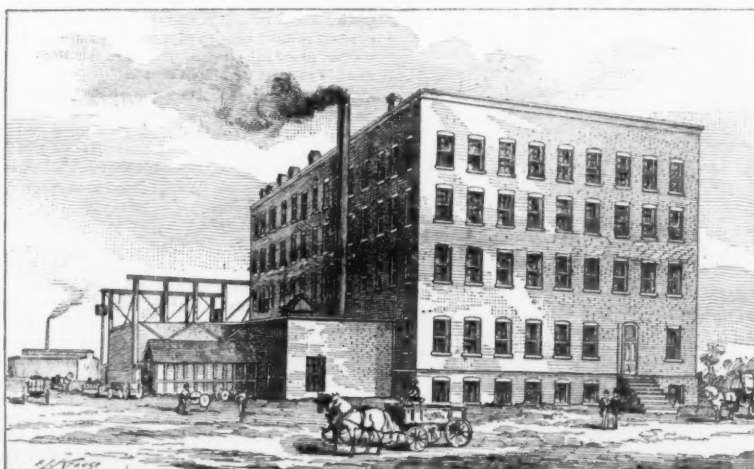
and all the details of every transfer were attended to by them, as a firm. Heavy additions were laid out, and innumerable improvements made. There has not been a halt since the project was first put on foot; the work has steadily progressed, and has not in any way been affected by outside influences.

Messrs. Stone and Morton are assisted by a very able force, “to whom,” as Mr. Morton remarked, “they are indebted in no small degree. They are not merely help—they are co-workers; and labor as earnestly as they would in their own interests. We certainly owe much of our success to their faithful services.” Among them are C. J. Brown, the book-keeper; E. M. Holloway, (son of Col. W. R. Holloway, of Indianapolis) salesman; E. E. Stone and Chas. E. Stanton, agents for the firm at North St. Paul.

#### PUGET SOUND LUMBER.

The timber interest out on the Pacific Coast, in the Puget Sound region, is attracting a great deal of interest just at present. In many particulars the great West offers opportunities greater than are to be found elsewhere. Stumpage can be bought in Washington Territory quite as low as it can be obtained in the South, and the steady improvement in the railroad facilities, from the West to the East,

Besides all this, the invigorating atmosphere of the north contributes something to the general prosperity of any enterprise. Men are more energetic, from employer down through all the ranks of the em-



NORTH ST. PAUL.—BUILDING OF THE NORTH ST. PAUL MANUFACTURER'S UNION



HON. LANE K. STONE, PRESIDENT NORTH ST. PAUL LAND COMPANY.

#### PROMINENT NORTH ST. PAUL PEOPLE.

Hon. Lane K. Stone, President and Treasurer of the North St. Paul Land Company, was born in Winnebago County, Wisconsin, in 1849 and educated at Lawrence University, in Appleton, in that State. His first business experience was as bookkeeper in a dry goods store. In 1869 he came to Minnesota and settled in Renville County, where he was elected Clerk of the Court when only twenty-one years old. He was soon actively engaged in mercantile business. In 1871 he started the town of Montevideo, in Chippewa County and established a store there. His business operation extended rapidly and in company with his brother he added banking and grain buying to the mercantile business. At one time the firm owned two banks, four stores and three grain elevators at Montevideo, Benson and Lac Qui Parle. Mr. Stone was a member of the Minnesota Legislature in 1876-7, from Chippewa, Swift and Kandiyohi counties, and again represented the same district in the session of 1880-1. At that time his home was at Benson, but his business affairs obliged him to pass a good deal of the time in St. Paul. He organized with D. D. Merrill the St. Paul Book and Stationery Company in 1878 and was its president up to 1881. In 1882 he came to St. Paul to make the city his permanent residence and engaged in real estate operations. Mr. Stone has always taken active part in public affairs and has been a member of all the Republican State conventions for the past ten years.

Senator A. N. Johnson was born in Norwich, Vermont, in 1844. He received an academic education. Came to Minnesota in 1874, was a member of the Twenty-ninth Legislature, and was placed on several of the most important committees of that body. He is President of the Swift County Bank, at Benson, Minnesota, and was the first President of the Village Council of that place. He is Superintendent of the Land Company's interests in North



HON. A. N. JOHNSON, SUPERINTENDENT NORTH ST. PAUL LAND COMPANY.

St. Paul. He conducts an extensive mercantile business in Benson, and is heavily interested in lumber. Mr. Johnson has accomplished great things for North St. Paul. He is active, untiring and alive to the requirements of this embryo city.

John Luger was born in Austria in 1832, came to Minnesota in 1861, is General Manager of the Luger Furniture Company, Trustee of the village board; a careful, conservative business man, whose unusual success proves his capabilities. Was a member of the City Council of Wabasha, where he commenced business. North St. Paul is fortunate in the possession of such a man.

Capt. Henry A. Castle, was born near Quincy, Ill., in 1841, and early trained to mercantile pursuits. Graduated at McKendree College, June, 1862, and afterward had the degree of A. M.; enlisted August, 1862, as a private in the seventy-third Illinois volunteers; served in Sheridan's division of the Army of the Cumberland; was made sergeant major and severely wounded at the battle of Stone River, was discharged for wounds, and on recovery, he raised a company and re-entered the service as captain of Company A. 137th Illinois volunteers; studied and practiced law at the close of the war at Quincy, Ill. Removed to St. Paul, Minn., on account of lung troubles in 1866 and engaged in the wholesale mercantile trade until 1874. Practised law for a while then became editor-in-chief of the St. Paul Dispatch, and continued in that position, except a short interval in 1881, for nine years, until he sold the paper two years ago. Was a member of the Minnesota legislature in 1873, adjutant-general in 1875 and '76. State oil inspector from 1883 to 1886. Department commander of the Grand Army of the Republic from 1872 to 1875. Has been secretary, treasurer or chairman of the Republican state central committee in all but two State



CAPT. HENRY A. CASTLE, PRESIDENT NORTH ST. PAUL COTTAGE COMPANY.

campaigns since 1875. Was President of the Minnesota Editorial Association in 1885 and '86. Capt. Castle is now largely interested in manufacturing at North St. Paul. He has a summer residence on the shore of Silver Lake.

John T. Harris was born in Lynchburg, Virginia, in 1848. In April 1863 he enlisted at Ottawa, Illinois, in Company I, 138th Illinois infantry, and participated in several of the hardest fought battles of the war, removing to St. Paul shortly after the close of the war. In 1887 he was unanimously elected President of the Tax Payer's Association at East St. Paul. He was the first President of the North St. Paul Business Men's Association, is General Manager of the Harris Manufacturing Company, and received a flattering vote as Trustee of the village of North St. Paul. Mr. Harris is an inventor of considerable note, many of the labor saving machines in the manufactory proving his genius. Few men are better qualified to assume the duties incumbent upon him than the subject of this sketch.

Walter Scott Morton, General Manager of the North St. Paul Land Company, was born in Centerville, Indiana, in 1856 and is a son of the late Senator Oliver P. Morton of that State, the famous "War Governor" during the years of the rebellion. He was educated at the Pennsylvania Military Academy, at Chester, graduating in 1878 with the honors of his class, and with the degree of civil engineer. He immediately entered the active work of his profession, his first service being on the corps of engineers engaged in the construction of the Eads Jetties, at the mouth of the Mississippi River. After a year and a half on that important work he was engaged in the Government service in the surveys of the Upper Mississippi. In 1879, under Major Allen, he had charge of a party making surveys for reservoirs at the head of the Wisconsin River



WALTER S. MORTON, GENERAL MANAGER NORTH ST. PAUL LAND COMPANY.

and afterwards completed the surveys at Leech Lake, Cass Lake and other points connected with the Upper Mississippi reservoir system. Subsequently he engaged in business as a contractor and civil engineer in St. Paul. For a year and a half he was a member of the Rhodes wholesale hardware firm. In July 1886 he formed his present business partnership with Lane K. Stone, under the firm name of Stone & Morton.

O. A. Sleeper was born in Lowell, Massachusetts, August 1851, attended public school in St. Albans, Vermont, removed to Minnesota in 1868, and settled at Brownsdale. Shortly after he commenced the drug and grocery business. He was for years a councilman, afterward the recorder of the village. Last year he came to North St. Paul and erected a double brick store, two stories high, one of the best buildings in the town. He is an energetic, enterprising business man, and is doing his share of the trade.

C. R. McKenney was born in Iowa County, Wisconsin in 1847, removed to LaCrosse at the age of twelve, at 16 commenced the printing business, and has continued uninterruptedly up to this time. He was connected with the La Crosse papers in various capacities until 1870, when he went to New York City to work on Pomeroy's New York Democrat. In 1872 he accepted a position on the Eureka (Nevada) Daily Sentinel. Returning to LaCrosse, a year later he became editor and business manager of the St. Cloud (Minnesota) Press, and continued its publication until the summer of 1876, when he purchased the Rushford (Minnesota) Star, which paper he conducted until August 15, 1885, disposing of it and at once purchased the Lake City (Minnesota) Sentinel, changing it from a Democratic paper of sixteen years standing to a straight-out Republican sheet. Two years afterward he sold out and started the North St. Paul Sentinel, which paper he still conducts. He was elected enrolling clerk of the Minnesota Senate in 1877 and re-elected by acclamation in 1878.



CHAS. R. MCKENNEY, EDITOR NORTH ST. PAUL SENTINEL.



Was a delegate to the Republican State Convention in 1881-2 and Chairman of the Fillmore County delegation to the State Convention in 1884. Upon the Republicans succeeding to the control of the Forty-Seventh Congress, he was appointed Enrolling Clerk, and served with efficiency until the Democratic majority displaced him. He is President of the North St. Paul Business Men's Association. Was nominated by acclamation for President of the village of North St. Paul, and was elected, receiving 210 out of the 211 votes cast.

P. A. Whaley, Treasurer of North St. Paul, was born in Benton, Lafayette County, Wisconsin, in 1853, was educated in the public schools of Minnesota. Was married in St. Paul in 1874 to Miss Mary Rogers. For fifteen years was in charge of Isaac Staples' immense lumber interests in this State. He is a good specimen of a successful business man.

James W. Jones, Secretary of the North St. Paul Land Company was born in New York City in 1842, educated in that city, and on finishing his school course engaged in mercantile business. During the civil war he served in the navy. Subsequently he was for ten years a stock broker in New York. He came to St. Paul a year ago to accept his present position.

J. W. Herrick was born in Churchville, New York, in 1863, came to Wisconsin in 1868, was educated at Lawrence University, Appleton, Wisconsin. Was brought up in the lumber business and has held responsible positions, often with several of the prominent firms in Wisconsin and Minnesota. He reached North St. Paul in May 1887, and has been confidential clerk for W. H. Greenleaf & Co. since all that time.

A. F. Baumgartner, one of the trustees of the village of North St. Paul, was born in Milwaukee, Wisconsin in 1857, was educated in the public schools of Wisconsin. In 1879 commenced a mercantile career at Cresco, Iowa which he carried on successfully several years. In 1883 he purchased the Lime Springs (Iowa) flouring mill. In 1885 became interested in real estate on the Gogebic iron range, which business he conducted until the starting of North St. Paul. He is one of the best posted real estate men in the West and is authority on that subject.

Dr. David R. Greenlee was born on the seventeenth day of May 1832, in Crawford County, Pennsylvania. He is a graduate of the medical department of the Pennsylvania University. Was assistant surgeon of the fifth Pennsylvania heavy artillery volunteers. Has been in active practice of medicine and surgery for nearly thirty years, and was president of the northern pension board prior to his removal here. The doctor is a very successful physician and surgeon as the fact appears that during his residence here of over seven months, not a death has occurred in North St. Paul.

H. A. McConnell whose store is located on Seventh Street, North St. Paul, is a thoroughbred merchant, having passed his entire life behind the counter, beginning his course in his father's store in Chautauqua Co., New York. He came West in the spring of 1861, settling at Red Wing, Minn., enlisted in Co. D. Tenth Minn. Infantry August 1862, after serving his country three years a great part of the time as Act-Adjt. of the Regiment, was mustered out at Fort Snelling in August 1865, and again resumed his mercantile life, first at Red Wing afterwards at LeRoy, Minn. being in trade at the latter place fifteen years. Mr. McConnell came to North St. Paul in October 1887 with strong faith in the success and prosperity of the town, and with the intention of making this his permanent home.

Alfred Freshl was born in 1857; graduated from the high school at Prague, Bohemia; emigrated to New Hampshire in 1871; learned the casket business in Kalamazoo, Michigan, and started in a small way in Detroit, Michigan. Built up and had the management of two concerns, and last year started one of the largest casket manufactories in the United States in North St. Paul. Mr. Freshl is general manager of the St. Paul Casket Company, and during his residence here has shown himself possessed of remarkable executive ability, keen perception, and thorough knowledge of his intricate business. Few men under like circumstances could have accomplished the work Mr. Freshl has. He is at the head of one of the most extensive manufactories in North St. Paul.

Charles E. Stanton was born in Monticello, Illinois, November 22, 1858. While but a child his parents removed to Colorado, and North St. Paul's first Recorder spent his early years in the extreme West. He attended college at Santa Clara, California, during 1873-4-5, and was at Yale in the class of 1881. He came to Minnesota in 1884, and to North St. Paul about a year ago, being the advance agent of the Land Company in the purchase of their present holdings. In company with Senator Johnson he was the first man on the grounds, and has seen every improvement since its inception. Mr. Stanton has a cosy home on Silver Lake and abides there as a representative of Stone & Morton. He was the first Secretary of the North St. Paul Business Men's Association and at the late election received a majority of votes for the office of Recorder, a position he will fill acceptably.

ANOTHER OHIO IDEA.—Western Reserver: "How much repairing is required on the St. Paul Ice Palace each year?" St. P. Tobogganer: "None. It is transported to Duluth for storage, but can be preserved at home after a union of the Twin Cities."



DR. DAVID R. GREENLEE, OF NORTH ST. PAUL.

### THE MIGHTY CHINOOK.

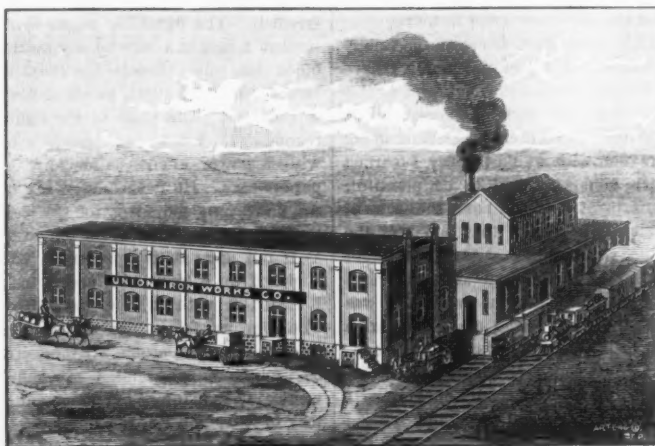
The advance sheets of an old fashioned chinook wind have been in circulation hereabouts for several days, but not until last night did the regular, full edition come out. But when it came there was no mistaking it. It was the genuine article and came like a Dakota cyclone passing through a furnace. It was old Boreas himself with his frozen breath thawed out and boiled. It roared through the timber on the mountains and came sweeping down on Helena and the valley like a flock of buzzards on a dead sheep. How the signs and awnings creaked, how the windows rattled, how the chimneys played bassoon to the gale, how buildings shook and how generally the chinook took possession of the town. From eight o'clock in the evening until after midnight the gentle zephyr from the Mikado's realms frolicked about the streets to its heart's content, sweeping off everything that was not anchored down, knocking over chimneys, tearing down fences, lifting roofs from houses and revelling in other such sportive antics, all the while moaning like a lost soul and breathing its torrid breath against the mass of snow and ice that melted and ran away in streams from its hot-mouthed pursuer like molten solder trying to escape the tinner's iron. Not until near daybreak did the violence of Rocky Mountain sirocco abate, and when the dawn appeared the effects of the night's gale were apparent. Where last night there was a foot of snow the ground was laid bare and the streets, which up to yesterday afforded excellent sleighing, were transformed into seas of slush and mud. Patches of bare ground now peep out on the hills, where yesterday snow covered everything. The

mercury took a sudden spurt and accomplished an upward journey of 20 degrees, landing at 50° above zero, where it has stood all day. A bright sun has shone all day and people are going about without overcoats, climbing the hills in the sweat of their brow and sighing for parasols and palm leaf fans. The weather has assumed the air of spring and the winter seems buried in the past. Such are the magical effects of the great chinook, which swept over Helena last night. It did some damage, but everyone who basked in the bright sunshine and breathed the balmy air of today will be inclined to forgive it for toppling over a few chimneys and demoralizing some fences. All hail your arrival, most potent chinook, and may your days be long in the land.—*Helena, Mont., Herald.*

### TOO MUCH STRAWBERRY.

"You can have strawberries every month in the year," writes a Duluthian who is now in Santa Barbara, "but don't call it a new Western town, because it is over one hundred years old. I don't think I would like to live here. This eternal strawberry season is becoming a trifle insipid and the people are ditto. I long for a good old Minnesota blizzard with some [get-up-and-get to] it. The people here are slow, and seem to live in a land of to-morrow, and are never in a hurry. They seem to think that the sky is full of days and the earth of nights and to-morrow is the best time yet invented. A Duluth hustler would seem to them like an electrified wild-cat. There is a holy calm about the place, but I should like to see a little more worldliness. For a little hilarious pastime I am going out fishing. Perhaps I'm a chronic grumbler, but I feel like the spirit of a certain John Bull, who when asked how he was getting on in heaven, replied 'So, so.' 'Only so so! how is that when everything is perfection there,' was again asked. 'That's the trouble,' came the reply in a pettish tone of voice, 'there is too much d—d perfection here.' This is the trouble with Santa Barbara, too much strawberry season. I want a little ice in mine, a little northern spirit and a champagne flavor of Minnesota air."—*Duluth Herald.*

THE NORTHWEST MAGAZINE for January with its bright pages and well executed engravings is a fine number. It is filled with many Dakota pictures, a striking one of which represents all the States with a star in the center of each, with justice putting in a plea for Dakota with her 600,000 of a population. Justice is pointing to the star that of right belongs to Dakota. THE NORTHWEST is a valuable magazine to the whole Northwest which it is aimed to represent. It is a good book to attract settlers and point out to intending settlers the undeveloped wealth of this vast fertile country.—*Ellensburg, (Wash. Ter.) Localizer.*



NORTH ST. PAUL.—PLANT OF THE UNION IRON WORKS CO.

## THE GHOST OF GOLDEN GULCH.

BY LOUIS E. LOMBARD.

Around a camp fire, the flare of the flames flashed upon the countenances of an even half dozen men. It required not the magician's wisdom to determine their occupation. With their sinuous arms they rent asunder the very heart of the great mountains and from her treasured bosom tore the glittering gold from its hiding place.

The surrounding scenery gave a romantic shade to the assemblage. The giant mountains, the tall and stately pines, great rocks and rushing streams are characteristics of Idaho.

The days work has been finished. The sun had smiled on Idaho's fair face, then sunk to rest amid the murky clouds.

The silvery stars from their concealment came, and lighted the sky with a perfect halo of radiance.

Far up the canyon the doleful coyote's howl and the owl's hoot were the only sounds of discord that marred the beauties of evening.

"It is now two hours before bed time," said a large red faced man, "and I propose we have a story."

"Kerrect ye be, pard," chimed in a grizzly old man, as he pulled out a watch, the appearance of which indicated that it had kept time for ages. In fact the watch had not been known to keep time since its proprietor had brought the time-piece with him when he crossed the plains in '49. One day, while his vest was lying on a rock, a miner's pick accidentally came in contact with said watch. From this blow it never recovered. For years it had been silent. However, Gold Dan, as the old prospector was called, always consulted the watch whenever it came to a question of time. Indeed, it has been said that he even questioned the veracity of the tenderfoot's fine gold chronometer, and he always proved his watch to be the time, inasmuch as he was well armed and it was reported that by a slight misunderstanding a stranger once came to an untimely end by questioning the old miner's word.

"A story! A story!" came from all sides.

"Who shall be the narrator," asked Gold Dan as he squirted a quantity of tobacco juice on the fire, that came near extinguishing it, at the same time taking a chew of fine cut out of his watch, for he used the case for a depository of the weed.

"Well, boys, to pass away a few idle hours I will try to tell a story. It is not my forte, this kind of business, but, when it comes to prospecting or fighting Indians, I guess I'm on hand."

"Goody," cried a long whiskered apostle of the gold hills, as he drew from his hip pocket a flat bottle, filled to the cork with a fluid, the contents of which disappeared down his capacious mouth in the space of an instant. "I suggest," continued the miner as he placed his bottle safely away, "that California Dick replenish the fire and then for Ralph Rackwood's story."

Forthwith the wood was placed upon the hearth, and the flames leaped high in the air, and the cry of the wolf on the mountain side grew fainter.

"It was in Utah," commenced the speaker, "many years ago. I shall never forget the time, I have passed through many dangers, but when even to this day I think of the dreadful night I passed in the haunted hut, I shiver. I had been prospecting in the hills. In conversation with an old trapper, I learned of a place in which gold was said to be plentiful. The gulch, my informant said, had been the scene of a foul murder, and a little hut that had been the home of the victim was haunted. About midnight the sound of the pick was heard and mysterious noises came from underneath the house. I was young, and a strange fancy seized me. I would go alone and fathom the mystery, of this place and capture the ghost of Golden Gulch, as the unknown person had been called. By quizzing the old trapper I gained all the information necessary, and with a wirey pony, I started on the long journey. For miles and miles, nothing greeted my eye, save the

towering mountains and the heavy timber. Once I came within an ace of being discovered by Indians, but luck seemed to favor me. Toward the fourth day, I came to the fork of two rivers. From this point my route was through the unbroken wilderness, where the wolf and bear were undisputed settlers. The path from the old miner's story was plain. Something beyond human power seemed to be drawing me on. At last I came in sight of an old crag, the peculiar construction of which, enabled me to ascertain my correct position. At the base of this cliff, one half mile, was where the cabin was located. It was toward evening when I reached the base. The overshadowing clouds gathered thick, and to my dismay, the sky assumed every appearance of a mountain storm. Anon, a bolt of lightning would pierce the murky darkness, fade away and leave the place more drear than ever. In the scramble of my beast among the rough rocks, I hurt my hand, and dropping the reign the animal dashed away up the gulch. The wound was severe, and remembering that in the package which the horse carried I had some handkerchiefs. I determined to utilize them at once. I started in pursuit of the animal, the flashing thunderbolts guiding my way. As the sheet of lightning lit up the sky, I saw a hand seize the bridle and a sound as of a heavy blow followed. The animal gave a groan and sank to the ground. It is some Indian, thought I, forgetting the story of the haunted gulch. The lightning ceased for the time being almost as quickly as it began. To my delight in the distance I saw a light gleaming through a window. The rain fell in torrents. I rushed recklessly forward, the pain of my arm driving me almost to madness I reached the door. I knocked. The tombs of old Egypt could not have given a more desolate sound. I raised the latch. The squeaking of the hinges in the still air sounded as though the door had been unused for years. The door was now wide open, a gust of wind extinguished the light, as I then thought. I stumbled in. How long I lay I did not know. The wounded hand had made me faint. When I came to my senses, I heard a pick, pick, sound on the outside. As quick as a flash the thought rushed upon me; I was in the haunted hut. Although, as I have said, I was reckless, yet when I came to a full realization of my situation, I trembled and cursed the day I had planned the scheme of ferreting out the mystery. Here I was wounded. I reached for my weapon; horrors, it was gone! I felt around, thinking perhaps it had fallen when I entered the cabin. All around carefully my right arm glided, when my hand came in contact with a human hand, cold and icy. I tried to cry out but my mouth was dry and my tongue failed to move. I staggered to my feet, the cool breeze fanned my brow, and I started out of the cabin. The click, click, of the pick now seemed right under my feet, now a little distance off. I groped my way in the direction I had come. I pushed on and was making good progress when I was confronted by a tall figure which grasped me by the throat. With a powerful blow I gained my freedom. The lightning began to flash and for an instant I caught a view of my assailant's face. My blood ran cold. Before me stood a tall man with face as pale as a sheet, hands as fleshless as possible to conceive. The glare of the lightning faded and reappeared. I saw him grasp a huge stone, and with a power almost miraculous lift it with apparent ease. He dashed it at my head, and I did not dodge any too soon, for the rock came whizzing through the air, bursting in thousands of fragments as it fell upon its companions. With my well arm I picked up a large rock and as the lightning flared I hurled it with all the force I could command. The aim was true, but the rock passed directly through the white profile. I then saw that it would be useless to fight, and I ran, not caring where I went. The sight lent me wings and I bounded from rock to rock, and I never knew how I reached the level ground again. At last, fainting, I fell to the earth, and this time when I arose the sun was shining

brightly. My hand was badly swollen, I bathed it in a brook. My rifle I found near the large cliff, from which point I could see the cabin, which was silent. Above the clouds the eagles flew. The gulch was painfully sombre. I did not care to stay any longer, so I started out on foot. I shot a mountain elk about noon and had dinner. That evening I fell in with a band of Indians who guided me back home, for they said I had been brave enough to rush into the jaws of death to talk to the spirit. I never heard of the gulch again. The old hunter died shortly afterwards, and the secret died with him as I never told any living soul in that place that I had tried to fathom the mystery of the Ghost of Golden Gulch.

## A COMING RAILWAY CENTER.

Can any body deny that Yakima is the coming railway center of the Territory? The Northern Pacific is here. The Seattle, Lake Shore and Eastern has surveyed to this point. The Vancouver, Klickitat and Yakima Railway has let the first ten miles of its contract. An eminent civil engineer has just made a personal inspection of the route to the Salmon River Mines and pronounces the road from here level and snowless and the only natural railroad outlet to the sea. Another, a great engineer, General Anderson of switchback fame, has said that Yakima has the only passway through the Moxee to the Columbia River by way of Priest Rapids to the Palouse wheat belt. Knowing these things Yakima's public spirited people are preparing for the incoming hosts that are to make the desert blossom as the rose. They are building a magnificent hotel and have already one of the finest opera houses of the Pacific Northwest. They have two mountain streams flowing in and around their beautiful city which, in addition to health and comfort, will supply motive power for all the mills in the country, were they stationed on their banks. They have a soil that raises anything that grows in California, Oregon or Washington, including cotton, tobacco, sugar cane and "goobers." A climate that is Edenic forty-eight weeks in the year, and what more do they want? They need railroads, they need manufactories, they need people; they need capital, and these things will come.—*North Yakima Republican*.

## NORTHERN PACIFIC COURTESY.

It is generally considered the correct thing by unthinking people to abuse the railroads and certain newspapers often regard it as an evidence of great independence on their part when they allude to the big roads as soulless monopolies and the enemies of honest labor, etc. In some cases railroads are very proper subjects for sharp criticism, but it does no follow that railroad companies are not sometimes entitled to warm commendation. A case in point has been presented within the last two weeks by the Northern Pacific. The freight department of the road, during the cold snap, was at a standstill, and not a freight train could be moved between St. Paul and Wallula. In Butte the smelting men were crying loudly for coke. Clark's Colusa in particular was short. Several hundred men were indirectly dependent upon its operation. This fact was telegraphed to St. Paul and the result was that cars loaded with coke were attached to the regular passenger trains and rushed through whenever it was possible at the rate of thirty miles an hour. The smelter was kept going and other smelters were also supplied. Very few railroads in the country would have done what the Northern Pacific did in the emergency. And that company should receive due credit and the thanks of the people for its courtesy.—*Butte, (Mont.) Inter-Mountain*.

The Butte *Inter-Mountain* says it was so cold in Helena a few days ago that a Tom & Jerry was mistaken for a dish of ice cream. It couldn't have been very warm in Butte either if the *Helena Herald's* assertion that a Butte citizen was seen carrying a dry goods box up the street on his breath, is correct.



## ENWRIGHT.

Having been through the war myself, I know something whereof I speak. It certainly needs courage for a man to march in the ranks into the teeth of a battery in a heavy infantry fire. But it is not difficult to do anything when there are a thousand men to do it with you; and I have on several occasions seen displayed that seemed to me a higher individual courage in civil life.

Let me give you an instance.

It was an ordinary saloon brawl;—quarrel over a gambling table. You may see the same thing almost once a week in any rough, new frontier camp.

Not, you will say a very heroic occasion for the display of this great individual courage. Perhaps not. But the courage itself was something magnificent to watch, none the less.

It was at faro, and a difference arose between them as to whose stake it was that stood on a certain card. Then, somehow, Carson called Enwright a liar.

There was a moment's silence, and then—

"Are yer heeled?" growled Enwright.

"No," said Carson quietly "My gun's up to the lodging house."

"I'll wait," returned the other.

So, without another word, Carson rose. The crowd (saloons were always crowded in Butte in those days) opened and made a way for him to the door.

Enwright sat where he was, counted his chips carefully, pushed them over to the dealer to be cashed, counted the money and put it deliberately into his pocket. Then he got up and also passed through the silent crowd to the doorway.

We all poured out into the street after him.

The "Senate" saloon was at the corner of two streets, fronting on to the main thoroughfare of the city. The lodging house to which Carson had gone was in the middle of the next block, on the opposite side of the same thoroughfare to the left.

Enwright stood in front of the Senate door on the edge of the plank sidewalk watching the lodging house. In a minute Carson came out, revolver in hand. Enwright then drew his pistol—a murderous looking 44—from his pocket, examined the cylinder and tested the trigger and waited.

The crowd had moved some twenty paces up the street, and there we stood, blocking the roadway from sidewalk to sidewalk, watching the duel in silence.

It was not until Carson had reached the further corner on the opposite side of the road that Enwright moved. Then he stepped off the sidewalk and walked diagonally across the street to meet him.

Carson had stopped and was standing directly in front of a low cabin which was used as a drug store. Hardly had his adversary started to move towards him, when he fired, a long shot, fifty paces at least.

The report of his revolver had scarcely died away before Enwright answered. Both missed; but the window just over Carson's shoulder splintered into a thousand pieces and we heard afterwards that the bullet shattered the phial in the druggists hands as he was measuring out a drug.

Enwright did not fire again, but continued to walk steadily across towards his antagonist. The fifty paces were reduced to forty and then Carson fired again.

This time Enwright staggered. The ball had touched him. Apparently, from the way he swung round to the right, somewhere on the left arm or side. Still he did not shoot.

Ten paces more—only thirty now—and again Carson raised his pistol and the report of a shot rang out.

Enwright had not swerved, but advanced, as it seemed, straight to his death.

It was horrible to watch, but intensely fascinating. Every man in the crowd was watching with strained eyes and muscles rigid. As Enwright staggered at Carson's second shot a sudden murmur passed over the throng, in which the words:

"Hit, by God!" from a tall, red-haired man in front were the only distinguishable sounds. At the next shot another, lighter murmur, hardly more than a

single gasp went up from the crowd. Then there was dead silence once more. Twenty-five paces! Twenty paces! And now Carson was apparently losing his nerve. Twice he raised his pistol, and twice lowered it again. Enwright's arm hung by his side, the muzzle of his revolver to the earth. Then Carson raised his arm again and fired two shots in quick succession; and Enwright's broad-brimmed hat was whisked from his head to fall in the middle of the street.

Ten short paces separated the two even now, and Enwright quickened his steps.

Half the interval between them was gone and for the last time Carson raised his hand. Snap! The hammer fell harmless. It was a five-shooting weapon and he had fired his last shot.

Then he dropped his pistol and turned to run. But the two men were within arms' reach now of each other. Then at last Enwright raised his hand. The sharp crack of his shot—and Carson was a dead man.

It was horrible to watch.

Only a cold-blooded murder, you will say? Perhaps you are right. But that is not the way that they look at those things in camp.

As soon as Carson was dead, the sheriff appeared on the scene. Enwright quietly gave himself up and was released on his own recognizances. At the for-

to get relief from the sickening faintness which came over all alike.

As I entered after some minutes of the cool evening air, the surgeon was just straightening himself up, the bullet between his fingers.

"Here it is," he said.

Enwright without a word, held out his hand, and into the open palm the surgeon dropped the flattened piece of lead. For some seconds the dying man gazed at it intently and in silence. Then five words broke from his lips,—

"Forty-five calibre, by God!"

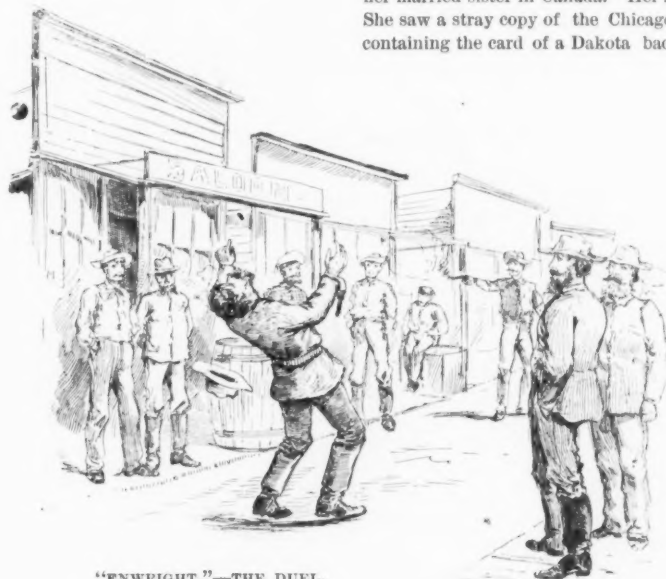
And he was dead.

He deserved to die, of course. No one knew how many men he had killed and it was well for society when he went. But he had courage, and his nerves must have been as steel.

HARRY P. ROBINSON.

## SHE WAS DISAPPOINTED.

There are an abundance of good men for husbands in Dakota and there are many instances where matches have been made through the agency of newspapers, but that plan does not always work out domestic felicity. An instance is given. A year or so ago, a dark-eyed, comely and intelligent lady, of marriageable years, came over from Scotland to visit her married sister in Canada. Her name was Inness. She saw a stray copy of the Chicago Helping Hand, containing the card of a Dakota bachelor wanting a



"ENWRIGHT."—THE DUEL.

mal inquest next day, he was acquitted of all blame.

Only a cold-blooded murder. But the deliberate recklessness of it—the mere animal courage—was magnificent.

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These fighting men on the frontier nearly always die in fight. And Enwright himself was killed, within the year, much as he had killed Carson.

I saw that too.

This time it was a wrangle over a claim; and the other man was quicker of the two in drawing his pistol.

We carried Enwright into a cabin and laid him on the table, shot through the left breast.

One of the men knew something of surgery, but there were no instruments at hand. We all offered our knives, but at last a razor was produced; and, after probing for the bullet with the twig of a pine tree, the surgeon set to work with this rude scalpel by the dim light of a solitary candle.

The bullet was lodged somewhere under the left shoulder-blade, and the wounded man was held up in a sitting posture while the surgeon worked.

The pain must have been terrible. But not a word escaped his lips, not a motion did he make. Minutes passed and the surgeon was still carving at the flesh. One after another we had to go out in the open air

lady correspondent "with a view to matrimony." She responded—in fun, of course. Various letters passed between them, photographs were exchanged. The young man represented himself as a young farmer with house, stock and suburban estate. He was pictured in the mind of the young lady as a sort of English country gentleman. He proposed and she accepted with the condition that, if both were pleased, on meeting they would marry, he sending her money to pay her fare from Canada to the South Dakota town. She came a few weeks ago and as she stepped from the car, was recognized and welcomed by the delighted young man, as she was more lovely than the photo indicated. But the delight was not mutual. Miss Inness insisted that he was not the man who sat for the picture—had red hair and didn't suit her fancy at all. She turned her back upon him and cruelly blasted all his fond hopes of conjugal joys, returning to Canada on the next train. That young man of Parker is out of the money advanced for her fare and an object of merriment to all the maidens of that section, none of whom would now marry him. He might have fared better had he sent his own photograph and been honest in his representations.—*St. Paul Globe*.

## UNFULFILLED.

BY WILL HUBBARD-KERNAN.

*Inscribed to Lee Meriwether, St. Louis.*

Once in my fair fresh morning years I dreamed of a day  
to be  
When out of the infinite Inner soul a passion would come  
to me.  
As the day spring comes to the dewy world—as the blossom to the tree;

When the one sweet soul of all other souls would certainly find my own—  
When the one true heart of all other hearts would certainly find my own,  
And never again in all the world would I wander its ways alone.

O! I was a boy in that bright old time that seems like a dream to-day—  
That seems like the dream of an alien life in an alien land away—  
A land in a star in an orbit far where gods in their glory stay.

Yes, I was a boy, and I thought our life was a beautiful life—ah me!  
The gilding drops from our gods divine, and the terrible truth we see  
That our world is a world of rot and dust—no matter how fair it be!

A touch of time in my raven hair, yet never the one rare thrill  
Went out from my heart to another heart, and I know that it never will—  
For age is coming apace, alack! and, O, it is calmly chill!

Under a green magnolia tent in the golden moonrays, I saw the ghost of myself one nameless night in a Summer that has swept by,  
Saw the ghost of my old, old self, and I sank to the sod with a low quick cry;

For I stood before me, just as I was in the sparkle and bloom of life,  
Before I had broken my battle-sword in its cruel, uncanny strife,  
Flushed with a rosy, immortal hope, instinct with a radiant life!

The vision vanished, but, O, the dull, mad pain that it left with me,  
As I thought of the thoughtless and brilliant boy—the boy who had once been me!  
He was dead with all of his hopes divine, the boy who had once been me!

"Twixt my life that is and my life that was are the roses and frost of time,  
The gods dethroned that I worshiped once, and covered with serpent-elm,  
The shrines despoiled where I brought my flowers in that old, old folly-time.

"Twixt my life that is and my life that was is many a green, low grave  
That marks the place where I bade good-bye to the beautiful and the brave—  
Ah! the whole wide universe centres at last in the grave—in the cruel grave.

I said to myself, and I say it still, I am happier far to night,  
Than if the love of my life had come to dirl me with its delight,  
For ever and ever I would have seen in the wastes of the wakeful night,

The vision of one in her winding-sheet, white violets on her breast—  
The bare, pure breast that my lips had prest in a rapturous trance of rest,  
With a joy that is understood by all, yet whisperless, unconfessed—  
A joy so glad that the very gods its rapture have left unguessed—  
A joy so great that the very gods by its rapture are still unblest.

On through the awful and empty years I go where we all must go:  
Back of me blossom the fairest fields that my feet will ever know—  
Yet here and yonder a star shines out or a cluster of lilies blow;

Still here and there is a hand outreached and a kind voice calls to me,  
And a gleam of the olden glory falls like a flash on the sod and sea,  
And my heart goes out with a glad, sweet throb to thee and to friends like thee.



## PRACTICAL COURTSHIP.

You say you love me. Maybe so—  
I would not doubt your word;  
But others before now, you know,  
Have such sweet love vows heard  
Who are not loved now, as wives would  
Be loved by those they wed.  
You say you love me. Very good—  
But will you like my bread?

You say you love me. You must know  
Your words are sweet to hear;  
Like tender music, soft and low,  
They charm my willing ear.  
But if you would win all my heart,  
Possess my very soul—  
Promise to do a husband's part—  
Swear you'll bring up the coal!

You say you love me. And you ask  
If I could love you too.  
I own 'twill be an easy task  
If only you are true.  
This, this alone I stipulate,  
'Tis all my heart's desire—  
That I may sleep till half-past eight,  
And you shall build the fire.

## Big Girls.

Are the young women of this town at the present day taller and stouter than its belles of twenty or thirty years ago? Old fellows say they are, and the height and weight of the evidence which they introduce cannot fail to give strength to their assertion. But these far-seeing old philosophers also want us to believe that our girls now are less beautiful than the dames of former times. We can't. The law of galantry forbids us. Our girls are immense, and are still progressing with gigantic strides; but that they are in any respect less lovely than the little creatures of long ago we must deny.

Five feet two inches, we believe, is the exact height of one of the famous statues of Venus. If that statue, like some of the images we read of in fairy tales, could come to life now and get rigged up in all the fascinating toggery of the present fashion, she would be only a mite among the tall and stately beauties of Broadway. Five feet two may have been the standard height of long ago, but not of this time. Every evening we empty out shopfuls of girls of from five feet six to five feet ten, and every one of them carved like the Goddess of Liberty.—*New York Sun.*

## The House Beautiful.

Furniture en suite is a relic of barbarism. Stained glass is very beautiful, but imitation stained glass is an abomination.

The stork, the "cat-tail" and the sun-flower are three things which have had their day in household art.

Engravings and etchings, no matter how fine or valuable, have no place in a parlor. They belong in the study or dining-room.

Cut flowers about a room in winter are now considered rather tasteless decorations. Growing palms, ferns and the like have taken their place.

A revival of an old fashion is seen in the use of wax candles instead of gas, to furnish the light on festival occasions. They give a soft light, which is very much pleasanter than the gas jet's glare.

In handsome rooms the heavier pieces of furniture, including pianos, organs, book-cases and the like, are now always made under the supervision of the architect of the house, and made to seem an inalienable part of it.

Very high studded rooms should have very tall da-

does and broad friezes. Pictures as mural decorations are rather out of date. Without their aid wall spaces are hard to fill satisfactorily and should be made as narrow as possible.

In handsome houses carpets on the floor are considered almost as much a relic of barbarism as would be rushes strewn upon them. The proper floor must be of hardwood, or a colored imitation thereof, scantily covered with rich rugs. The fad has much to recommend it.

Mantels in really well-built houses should not require mantleboards or lambrequins. These were originally devised only to hide the hideousness of the mantel in the ordinary "contract-built" house. A well designed mantel looks better without them, and they are the worst of dust catchers.

The newest lamp shades are made of iron, with a lining of cathedral glass; the iron frame is fanciful in design, with graceful lines covering the glass, or bands of iron simply clasping in a dainty fashion the panels of color, through which a strong light pours with exquisite beauty.

Large rooms are always bare and inhospitable-looking in private houses. The "parlor of the period" is a thing of the past. It should be broken up always by screens, masses of plants, and other devices into a number of small nooks and corners, each of which should have its own dominant note and central point of ornamentation.

Nails with ornamental heads of brass, iron or rough copper, are used in interior decoration, often for apparently holding in place the heavy wall papers which simulate stamped leather and such materials. They can be used liberally, with good effect, by observing the rule of never putting a nail where it does not seem to serve, as a nail, some useful purpose.

## Receipts for Kissing.

Kissing is out of style. Nobody does it now but sweethearts, young children and teachers. The first blow was struck by the medical profession about the time of the disease of Princess Alice. Ever since the practice has been denounced, and in families where proper respect is paid to hygiene, children are strongly cautioned against promiscuous kissing.

In society a woman is not kissed twice in a season. When an old friend advances with her lips the victim turns her face and the caress falls askance. Possibly the very woman who is opposed to the practice takes the initiate, but her lips never meet lips. She may kiss within a fraction of your mouth—kiss your chin, your cheek, or your forehead; kiss your "eyelid into repose," or kiss your hair—but if she has had any training, socially, she will never kiss your mouth.

The repugnance to kissing is due largely to academic training. In nearly all the famous colleges for women there is a special teacher or doctress in physiology; and in so called oral recitations the pernicious effects of osculation are considered at great length. By way of tolerating what seems to be a necessary evil various theories are advanced and various provisions advocated. The girl who comes from Smith College, North Hampton, kisses on the oblique lines that fall from the left corner of your mouth, but when kissed is so adroit in the way she jerks her head that the point of salutation may be found on a radius from the right of her demure little mouth. The Vassar graduate kisses more than her Smith College friend, but the chin is her choice, as you will observe in an attempt to salute her. The seniors from Wellesley press their kisses high up on the face, almost under the sweep of the eyelash, and the Lake Forrest and Harvest annex maidens kiss at a point equally distant from the nose and ear.

Nothing is more dainty than the kiss of a well-bred chaperon who, mindful of the time and trouble spent over the powder-box, gently presses her lips on your hair just north of your ear. The minister's wife is another sweet soul, who knows where a kiss will do the least harm, and her favorite method is an air kiss with the gentle pressure of her cheek to your cheek. The woman of fashion, who patronizes you and lets you visit her when she is at her siesta, kisses you any-



where about the triangle between the eye, ear and hair line. She learned long ago about the incompatibility of haste and grace, and as she advances you see her lips turn in, and simultaneous with the kiss is a thick, viscous noise that sounds like the tearing of a middle-aged marsh-mallow drop.

#### The Tumble Weed.

W. F. Niederlander, a prominent real estate man, has on exhibition in the window of his office a fine specimen of what is known as the "tumble weed."

pretty appearance, and look more like a dwarf tree than a weed. They are very dangerous in case of a prairie fire, and often dangerous in plain wind storms when there is no fire. In case of fire the flames seems to strip the plant of its leaves, and it at once goes rolling before the flaming hurricane, a perfect wheel of fire. The revolving wheels of fire will jump an ordinary furrow or fire break and carry the fire into the timber or grass, as the case may be. Nothing can stop their progress but a river. Into these they jump, leaping out into the stream forty, fifty or sixty

a storm. Seeing what they supposed to be a mass of huge bowlders in the distance, they made for them, thinking that they would afford at least partial shelter. To their surprise, as they approached, the bowlders suddenly broke loose and commenced rolling toward them at a furious rate, cutting all sorts of curious capers and gyrating menacingly as they came. At times they would strike an obstruction and bound high in the air, and again striking the ground resume their rapid, circular motion. The travelers put spurs to their horses, and it was only by the



IN DISTRESS.

This specimen was taken from the old fair grounds last year after the grounds were abandoned. The plant is a mass of branches, spherical in form, and so tightly interwoven as to form almost a compact mass. Like the earth, this globulous mass of branches is flattened at the poles—or more so. The present specimen is about five feet at its greatest diameter. Mr. Niederlander says he has seen specimens fully twice the size.

The weed once grew plentiful through this country and Colorado. When green they present a very

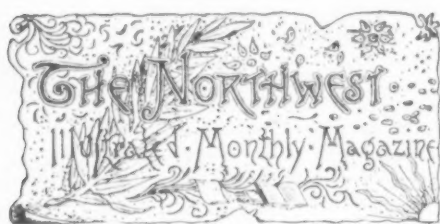
feet, and go down with a hiss, throwing up a column of steam where they sink.

"I have seen hundreds of these plants in Barber County and the Siquashi Valley," said Mr. Niederlander. "When started to rolling in a fire no ordinary horse can run before them. Once, in Siquashi Valley, I only saved myself by driving my team into the river, which I fortunately reached just in time."

In Colorado wind storms these weeds are also a source of much danger. In Middle Park a few years ago a party of travelers were suddenly overtaken by

greatest effort that they managed to escape from the track of these monsters. On examination they found their supposed bowlders were really immense weeds which had been torn up by the roots by the wind storm.

These weeds are so solid that they are a great menace to man and beast under such circumstances. Impelled by heavy wind, they go with force enough to kill a horse, and a human being is in great danger if he cannot get out of the track of these monsters when they are running before a hurricane or in case of a prairie fire.—*Wichita Journal*.



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E. V. SMALLEY, - EDITOR AND PUBLISHER.

#### BUSINESS ANNOUNCEMENT.

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ST. PAUL AND MINNEAPOLIS, MARCH, 1888.

THE contract for building the Manitoba connection between Hinckley and Superior has been let to Foley Bros., of St. Cloud, and work will be commenced at once. This line is not to be built by the Manitoba company direct but by an allied corporation called the Eastern Minnesota Railroad Company, the Manitoba leasing the line and, we presume, guaranteeing the bonds. Superior, which now includes both West Superior and the old town, is expecting an active building movement this season. All conditions are favorable for the rapid growth of the place.

IN relation to the Minneapolis project for opening the navigation of the Mississippi to the Falls of St. Anthony the attitude of business men in St. Paul is that the scheme is a good one, provided there is any probability of the Government making the large appropriations necessary to carry it out. Each city would be about equally benefitted. Minneapolis would get the river navigation, and the dam at Meeker's island which the Government would have to build to enable steamboats to go above that point, would furnish a water-power within the limits of St. Paul almost equal in value to that at the St. Anthony Falls. At the same time no project for creating artificial navigation at great cost should be allowed to draw needed appropriations away from the improvement of the natural channel of the river from St. Paul down to the Des Moines rapids.

WE are certainly a patient and long-suffering people. We allow our Canadian neighbors to pick our pockets with one hand and cuff us with the other, and yet we are so good-natured that we hardly think of retaliating. Here, for example, is the Canadian Pacific monopoly, making its living by stealing freight away from our American roads, by the kind permission of our Treasury Department at Washington, while at the same time the Canadian Government at the instigation of the C. P. company, refuses to allow a bushel of Manitoba grain to be shipped East through Minnesota or Dakota. If our Government should refuse to permit the shipment of American goods through Canada in bond both the Canadian Pacific and the Grand Trunk would go into bankruptcy within a year. But of course nothing of the sort will be done. Our country is like a big mastiff that allows a small cur to steal his grub

and snap at his heels when he might shake the life out of him in a minute if he were not so amiable.

WE are sorry to be compelled to disappoint hundreds of people in the East who write for back numbers of THE NORTHWEST giving descriptions of Washington Territory. All such numbers are out of print. We have positively not a single copy left. The demand for them has exceeded all expectations. If our friends will wait till we can get out into the Land of Promise on the Pacific Coast early this Spring, with our working party, we will give them something fresh and reliable which will meet their needs for information. Washington is going to have the heaviest immigration this year it has ever had in a single season. People throughout the East are just beginning to find out that it has, a climate as mild as that of Virginia and natural resources of iron, coal, lumber, and farming and grazing lands as great as those of Pennsylvania, and that it has, besides, mighty rivers, towering mountains, magnificent harbors and mines of gold and silver. Our advice to the landless in the East is to go out and possess this new land and help develop it.

#### DAKOTA COMPARED WITH ARKANSAS.

A remark by Senator Jones of Arkansas as to the effect that the admission of Dakota was a question requiring grave consideration and one which he could not decide in advance of discussion, leads Ex-Governor Pierce, of the *Pioneer Press*, to institute some comparisons between Arkansas and Dakota of a kind to make the Senator ashamed of himself and of his State. Here they are:

"Arkansas has been a State for over fifty years, and to-day she has 800,000 inhabitants to Dakota's 658,000. She has 2,168 miles of railroad, while Dakota has 4,246. She expends \$561,000 annually for public schools, while Dakota expends \$2,000,000. She employs 1,800 school teachers, while Dakota employs 5,000. She has 156 newspapers, while Dakota has 352. In only one thing does Arkansas surpass Dakota, and that is in the percentage of persons who cannot read and write. In this she stands in the ratio of 38 to 5."

#### THE NEW ROUTE TO CALIFORNIA.

THE closing of the gap between the railway systems of California and Oregon by the completion of the road bearing the names of those States will make an important change in the current of trans-continental travel. A large part of the tourist and winter resident travel to and from California will go or come by the northern route now there is no longer any necessity of making a sea voyage between San Francisco and Portland. The time by the new rail route between those cities is something less than forty-eight hours and the road runs through some of the most striking and picturesque scenery in the world. It first follows the valley of the Sacramento almost to the sources of that river, passing through wheat fields and vineyards, live oak groves and mining towns, and skirting the base of Mount Shasta, one of the grandest of the snow-crowned giants of the Sierra Nevada Range. Crossing the valley of the Klamath it climbs the slopes of the Siskiyou Mountains, tunnels under the comb of a pass and descends into the lovely and fertile valley of Rogue River, in Southern Oregon. Another mountain range is passed and the green valley of the Umpqua appears; a third barrier is overcome and the road reaches the famous Willamette Valley, the richest farming region in Oregon, bounded on the east by the lofty peaks of the Cascade Range and on the west by the wooded summits of the Coast Mountains. In this valley the road runs all the rest of the way to Portland, the handsome and wealthy metropolis of Oregon.

From Portland east the traveller has the choice between going up the valley of the Columbia, the finest scenic river on the continent, or continuing northward to Puget Sound and then crossing the

mighty Cascades, at the base of Mount Tacoma, in the midst of scenery purely Alpine in its grandeur. In either case the journey from Eastern Washington will be made over the Northern Pacific, across the best settled, most picturesque and most varied belt of country traversed by either of the Pacific roads. The semi-annual current of health and pleasure travel to and from California, which will henceforth flow over the Northern route to the Pacific Coast, will be of decided benefit to the entire region between St. Paul and Puget Sound. These travellers are people of means and intelligence and the reports they will spread abroad in the East of what they will see in Washington, Montana, Dakota and Minnesota, will not fail to attract settlers and capital to these progressive Northwestern regions.

#### A LEASE AT LAST.

After many months of effort by presidents, directors, managers and attorneys, the Northern and Union Pacific Companies finally agreed last January on the terms of a joint lease of the properties of the Oregon Railway & Navigation Company and the contract was executed. The principal features of the lease, so far as they interest the public, are as follows:

The O. R. & N. system of railway and water transportation is to be operated as a separate organization by a management appointed by the two lessor companies.

One million of dollars is to be devoted to betterments—a wise and much needed provision, the Oregon roads being in a condition requiring general repairs.

Branch lines may be built by the assent of all three parties to the lease. It is not probable, however, that there will be any branches constructed for a year or two unless the tributary country of the O. R. & N. should be invaded by some rival corporation.

The Columbia & Palouse Branch, from Palouse Junction to Colfax, Moscow and Farmington, is to be turned over to the Northern Pacific for operation by that company. This gives the N. P. all the territory north of Snake River, which is the natural traffic boundary in Eastern Washington.

The new road from Wallula to Pendleton and Centerville, built last season by C. B. Wright and G. W. Hunt is to remain an independent N. P. branch.

The arrangement is to go into effect on the first day of next July and is to last for ninety-nine years. In case either of the lessee companies should default on its share of the payments guaranteed to the O. R. & N. Co. the other is to be liable for the whole amount. The O. R. & N. properties will be in charge of two agents, an auditor and a treasurer, appointed by the presidents of the Union Pacific and the Northern Pacific, who shall appoint a general manager.

The Portland people don't like the joint lease, and are now endeavoring to have it declared invalid by the courts on the ground that it is not authorized by the special act of the Oregon legislature under which the lease from the O. R. & N. to the Union Pacific was executed. They had hoped that the O. R. & N., under the lease of the Union Pacific, would go into extensive branch construction this year, making all the new lines converge to the main line down the Columbia and thus draw to their city the trade of regions which are now either without railway facilities or are tributary to the Northern Pacific. They did not take into account the fact that the times are not propitious for railway expansion and that the Pacific Northwest is already remarkably well provided with roads in proportion to its population. Railway managers will be disposed to act with cautious conservatism for the next two or three years.

The O. R. & N. is a lightly bonded corporation but is heavily stocked in proportion to the cost of its properties and its earning capacity. It will require very prudent management and friendly co-operation on the part of the lessee companies to make the concern pay back to them the amount they have guaranteed to pay as dividends and fixed charges, so that they may not be the losers by their bargain.





ST. CLOUD is moving actively to secure the immediate construction of the St. Cloud and Mankato Railroad, an old project which recently fell into new hands.

CLAY MACCAULEY, the new editor of the Minneapolis *Commercial Bulletin*, is making of that journal an able, original business men's paper, discussing economic questions in a thoughtful manner and giving candid reviews of the situation of trade in all important lines. The *Bulletin* promises to become for the Northwest what *Bradstreet's* is for the East.

THE thoughtful and interesting article on "St. Paul as a Capital City," by J. A. Wheelock, editor of the *Pioneer Press*, which we print on another page, was written by special request for our carnival number, but owing to a misunderstanding as to our date for going to press was received too late. It is almost as appropriately placed in the present number, which describes the remarkable growth of manufacturing industry in the city.

ACCORDING to the Olympia *Partisan* Col. Griggs, of St. Paul, contemplates taking hold of a project to build a railroad from Olympia to Baker's Bay, a harbor near the mouth of the Columbia and outside of the dreaded bar which is a serious obstacle to the commerce of that river. The road would cross the agricultural valley of the Chehalis and traverse a fine lumber district. If built it would probably be operated by the Northern Pacific.

ASHLAND which was the victim of the real estate boomers about a year ago, is apparently not in a very bad way, even though the impression has gone out that the boom was wonderfully disastrous. The *Press* shows that the building improvements up that way have amounted to \$2,220,700 during the past year, of which \$392,748 went into dwellings, \$204,200 into business houses, \$433,506 in manufacturing buildings, \$60,500 into hotels and boarding houses, \$152,850 into public buildings, and the remainder into coal and lumber docks, railroad improvements and public improvements.

THE thousands of readers of the graphic sketches and tales of frontier life by Harry P. Robinson, which have been a feature of this magazine for the past three years, will be glad to learn that his own paper, the *Northwestern Railroader*, started by him about a year ago, has already worked its way up to a permanent business success. Mr. Robinson believed that there was a good field for a railroad weekly in the Twin Cities and after the hard struggle to command public attention which every new enterprise in journalism must go through, and in the midst of which many fail, has placed his paper on a solid footing. His business associate is Mr. Chater, late of Three Forks, Montana.

THE parsimonious and short-sighted manner with which the Government has dealt with the navigation of the Upper Mississippi was strikingly described by a statement made in a speech at the banquet given by the citizens of Dubuque to the delegates to the river convention recently held in that city. The speaker said he was the attorney for a railroad in Minnesota seventy-five miles long—a road of so little importance that most of those present had doubtless never heard its name; yet the capitalists who built the road

had spent more money upon it than the United States had spent on the entire channel of the Upper Mississippi from the Des Moines Rapids to St. Paul in the whole period since river improvements first began to be made.

At the Dubuque convention I heard an interesting prediction from the lips of an old steamboat man. He said that heretofore the currents of transportation in this country had run between the East and West, because of the situation of the great commercial cities on the Atlantic Coast and the demand in Europe for the agricultural products of the West. In the future, however, when the American continent is fully developed these currents will flow with greatest volume between the North and South, exchanging the products of the temperate and the tropic zones. The trade of the East Indies enriched successively Venice, Genoa, the Netherlands and England. In like manner the trade of the West Indies, Mexico and South America will enrich the people of the Mississippi Valley, through which flows the great artery of North and South transportation. The importance of the Mississippi to the future traffic of this continent, said the steamboat captain, is not even faintly anticipated by this generation.

S. S. HUNTLEY, of Montana, who called at the office of THE NORTHWEST on February 17th, reported that when he left his ranch on February 12th, near Toston, in the Upper Missouri Valley, the farmers were plowing and sowing grain. This is worth noting as showing the mildness of the Montana climate and the early advent of spring in that Territory in comparison with Minnesota. One of our recent Montana callers from Washington Territory, J. N. Glover, of Spokane Falls, said that when he left home the first week in February the children were picking buttercups. Our exchanges from the Palouse Country, in Washington, reported the spring well advanced early in February and the farmers all at work in the fields. These facts emphasize the statement often repeated in this magazine, and one which it is hard for Eastern people to credit, that latitude does not govern climate west of the great central plain of the continent. The Pacific Coast winds modify the climate beyond the Rocky Mountains almost as much as the Gulf Stream does the climate of Western Europe.

THE St. Paul Winter Carnival was a success, especially in the new features of the street masquerade and the huge procession of trade and industry. In the street parades the uniformed clubs were weak in numbers as compared with last year, with a single notable exception, the *Pioneer Press* Club. There was less tobogganing and fewer people wore toboggan suits and club uniforms. The ice palace was as beautiful as any of its predecessors and the storming scenes as magnificent. More visitors came from Chicago and other Eastern cities and fewer from the Minnesota and Dakota towns. In St. Paul the carnival enthusiasm did not run as high as in 1886 and 1887. The event was no longer a novelty. Now the question is much asked, shall we have another palace and carnival or shall we try something new? There is talk of a tropical palace with flowers, foliage and fruit and a large audience room attached for a musical festival. This would be a decided novelty and would at the same time supply a want in the capital city, that of an assembly room large enough for conventions and other occasions that attract large audiences. Smith Park would be the best spot for such a building.

THAT was a courageous exhibit which the Portland *Oregonian* made recently of the disadvantages that city labors under as a wheat shipping port in comparison with Tacoma. It showed that a 3,000 ton ship can go to Tacoma, get its load aboard and get to sea at an expense of \$4,000 less the cost of getting the same cargo at Portland, the difference being due to excessive charges for pilotage, towage, lighterage and stevedoring at the latter place and at the mouth of the Columbia River. The *Oregonian* alleges that the

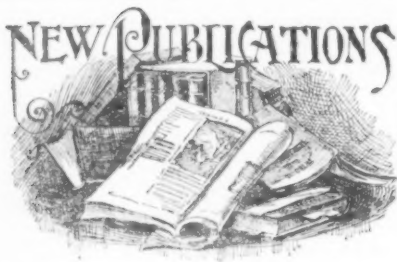
commerce of Portland is being plundered by a number of organized systems of robbery and calls aloud for a remedy. It hoped that the Union Pacific Company, as the sole lessee of the O. R. & N. system, would in its own interests take hold of these evils, in order to make access from the sea to Portland as cheap as to the Sound ports. The joint lease disappoints this expectation; hence the *Oregonian* hotly assails it. It seems to an observer at a distance that the people of Portland are rich enough and strong enough to shake off the barnacles that have fastened themselves upon their commerce without calling on any railroad company to help them. Possibly the men who ought to make the effort are sharing in the spoils.

IN all circles of business activity you are likely to meet to your serious annoyance and loss with a character who may rightly be called the business pirate. His plan of life is to get something for nothing. He does not intend to pay for what he gets if he can avoid doing so. He sets up all sorts of mean and lying excuses for not paying his just debts, especially the small debts which he knows his creditors cannot afford to sue for. Often he is a successful business man, running a bank, or a big business house, or perhaps a college, but he is a pirate at heart just the same, seeking to take other people's goods or services without paying for them. Newspaper publishers are peculiarly liable to be victimized by this kind of robber. After his advertisement has been published he refuses to pay for it on pretence that it was not in the precise position he ordered, or the type was not as big as he wanted; or invents some other pitiful and lying plea, the truth being that he intended to cheat the publisher from the start. It is singular that such monstrous egotists never learn one of the simplest lessons of life, that even from the standpoint of selfishness it pays much better in comfort and happiness to treat men fairly than to try to swindle them.

A MOVEMENT for united action in matters of common interests has been auspiciously begun by representative men of St. Paul and Minneapolis. There was a conference in February of twenty delegates from the St. Paul Chamber of Commerce and an equal number from the Minneapolis Board of Trade and an adjourned meeting will be held this month. A municipal union is not at this time believed to be practicable or desirable, but all appear to agree that there should be at once established a sort of joint committee, meeting once a month, to take action on all subjects in which the two cities are alike interested, such as transportation rates, mail facilities, the extension of trade, an interurban park and boulevard system, the duplication of the St. Anthony's Falls water-power by a dam at Meeker's Island, the early erection of a creditable State Capitol building, etc. Such a committee will no doubt result from the present agitation. Already the old jealousy and antagonism between the two cities is pretty much a thing of the past and all progressive people in both see that they constitute, under two names and two governments, a single powerful center of trade, transportation, population and civilization.

#### The Ubiquitous Microbe.

That little fellow, the microbe, is at it again. He is everywhere. It was only the other day he was found eating the iron rails on our railway tracks, and some time before he was discovered eating the bricks in the walls of our houses. He is present in smoke, and the more we examine the more we find out the all devouring, persistent, unconquerable, microbe. It was not long since Professor Nocard, of the Alford Veterinary College, told us that horses, by contagion, can communicate tetanus or lockjaw to man, and now another expert, Dr. Verneuil, says that tetanus is caused by a microbe, and that it is contagious. So, if you cut your hand and take cold, it is not the cold that causes tetanus, but the microbe is developed by the cold, and then he goes to business.



A cheap edition of Owen Meredith's *Lucile*, that favorite poem of all sentimental young people, is issued by John B. Alden, New York and sold in cloth binding for 25 cents, postage 6 cents extra.

Major Robert C. Walker, Secretary of the Helena, Montana, Board of Trade has issued the annual report of that body for 1887. It is a large and handsome pamphlet of sixty-four pages, illustrated with the pictures which appeared in the September number of THE NORTHWEST MAGAZINE, and is remarkably full and valuable in the information it gives concerning the capital city of Montana and the Territory at large. Eastern people who want the facts about the richest city of its size in the West should write to Major Walker for this report.

It is never too late to acknowledge merit. We did not find space last month to mention the large and handsome annual numbers issued by the Butte *Miner* and the Butte *Inter-Mountain*. Competition is sharp between these enterprising dailies and each appears to have tried hard to excel the other in getting out a big illustrated holiday issue. The *Inter-Mountain* is particularly strong in pictures of street scenes and the *Miner* in views of mines and silver and copper works. We hope each made as large a profit for this liberal expenditure in engravings and fine paper and press work as its enterprise deserved.

Houghton, Mifflin & Co., Boston, have issued in book form the interesting novel of English life entitled *The Second Son*, by M. O. W. Oliphant and T. B. Aldrich, which was the most attractive feature of the *Atlantic Monthly's* serial fiction during the year 1887. The instances of partnership in literary workmanship are so rare that it is a pity this book is not introduced by a preface telling the reader something about the method of work followed by the joint authors. Did they write alternate chapters or did they take different parts in the dialogue, or did one make the plot and the other elaborate it? For sale by St. Paul Book and Stationery Co.; Price \$1.50.

The Rev. James S. Stone, a Philadelphia clergyman, has written a very readable book of travel and observation called *The Heart of Merrie England*. It is by no means a record of hasty sight-seeing; on the contrary the writer has gone into the by-ways of travel and into out-of-the-way nooks and corners where no tourists ever penetrate and described with a sympathetic pen the life of villagers and country folk. He has a keen eye for the picturesque both in life and scenery, and a warm heart for what is historic and venerable, and is withal an entertaining narrator, whose pages are never tiresome. Published by Porter & Coates, Philadelphia. For sale by St. Paul Book and Stationery Co.; price \$1.25.

The continued vitality of that curious compilation of amusing lies, the *Adventures of Baron Munchausen*, is shown by the publication of a dainty little edition, with illustrations, by G. P. Putnam's Sons, New York. The volume is very attractive in its quaint binding and handsome printing and pictures. First appearing in London, in 1786, the authorship of *Baron Munchausen* was for a long time unknown and only the researches of modern scholarship finally fixed upon a learned German named Raspe, as the writer, or rather compiler of these entertaining absurdities, for most of the stories had before been printed in German or

Italian, and at least one can be traced to a Greek origin. Like the fables of Aesop and the jokes of Joe Miller, many of these extravagant tales no doubt go back in their origin to prehistoric ages. Raspe merely collected them and gave them a literary form. For sale by St. Paul Book and Stationery Co.; price \$1.25.

A new translation of the metrical *Fables of Florian* by Gen. J. W. Phelps, of Vermont, has just been issued by John B. Alden, New York. The book is very handsomely printed and is illustrated with Grandville's engravings, which originally appeared in one of the best of the French editions. Grandville flourished about half a century ago, and it is interesting to study his manner in comparison with that of the illustrators of the present day, and also with the work of the English artists of the early part of the century. As compared with the latter his pictures show more finish and less stiffness. The price of this handsome volume is \$1, with 12 cents added for postage.

The possession of a copy of the first folio edition of Shakespeare's plays is a satisfaction which only a few rich collectors of rare books can afford to enjoy. A perfect copy cannot be bought for less than \$2,500; in fact one in a remarkably good condition owned by the Baroness Burdett-Coutts cost that lady £714, or nearly \$4,000. Thanks to the photo-engraving art, however, any book-buyer of the most modest means can own a fac-simile of this famous edition, in which every page, every line and every letter is precisely like the original. Such a fac-simile has just been issued by Funk & Wagnalls, New York, and is sold by the St. Paul Book and Stationery Co. for \$2.50. The only difference between the copy and the original is in the size of the page, which in the fac-simile edition is reduced to small octavo. For all purposes of study and comparison and for references in connection with Mr. Donnelly's famous Baconian cipher hypothesis, one is just as good as the other.

*Poems by Josiah Allen's Wife* (Marietta Holley) is the title of a handsome volume, well-illustrated by Gibson and others and published by Funk & Wagnalls, New York. Few among the many thousand of readers who have enjoyed Miss Holley's quaint and amusing volumes of sketches of rural life and character in New England will learn without surprise that she can also write serious and sympathetic poetry. There are over sixty poems in this volume and many of them show a rare delicacy of sentiment combined with much wholesome naturalness in thought and style. One of the grave, social problems of the age is touched upon in such poems as "Magdalena" and "The Wages of Sin;" the mystery of death and the future life form the theme of several of the best poems, such as "The Unseen City," "The Deacon's Daughter" and "At Last," and poems describing the beauty of nature and the passion of love, which have inspired poets in all ages, are by no means wanting. For sale by St. Paul Book and Stationery Co.; price \$2.

William Mathews, one of the most original and forcible of American essayists has written a book called *Men, Places and Things*, containing twenty-eight essays with the following titles: Character of Napoleon I, William Wirt, Bulwer, Alexandre Dumas, The Weaknesses of Great Men, The Greatness of London, The London Pulpit—Archdeacon Farrar, Canon Liddon, Jos. Parker, Rev. Stopford A. Brooke,—The House of Commons, The Queen of Watering Places, Diaries, The Advantages of Ugliness, Worry, Courage, Oysters, Cynics, and Cynicism, The Extremes of Dress, The Tricks of Types, Causes of Divorce, Illusions About the Past, Immoral Novels, What Shall We Read, Literary Quotation, The Value of Fame, The Philosophy of Handwriting, Complete Index. Mr. Mathews has those essential qualities of the successful essayist, the power of holding attention to his own line of

thought and of stimulating fresh thought in the reader. Besides, he is thoroughly entertaining. Published by S. C. Griggs & Co., Chicago and for sale by St. Paul Book and Stationery Co.; price \$1.50.

The popular western poet and journalist, Benjamin F. Taylor, who died last year, wrote but one novel, *Theophilus Trent, or Old Times in the Oak Openings*. He called it a novel in his preface, but there is only the thinnest sort of a thread of story running through it. This little thread, however, holds together a delightful series of sketches of country life in Western Michigan in the early days of the settlement of that region, written with all the author's remarkable power of word-painting and all his warm sympathy with the uneventful lives of plain people. No one who grew up as a boy in the older West, whether in Ohio, Indiana, Michigan or Illinois, can open this volume at random and read a page without being carried quite away from present surroundings by a tide of early memories, and as he turns leaf after leaf he almost thinks he must be living his childhood over again. There it all is, the spelling school, the paring bee, the barn-raising, the debating society, held at "early candle-light," the political mass-meeting, with its big hay-wagon load of girls in red, white and blue representing the States of the Union, the blazing wood fires on huge, brass-headed andirons, the nuts and cider and pop-corn, and all the scenes of the rude, wholesome country life of the last generation, so faithfully and vividly described that you seem to smell the odor of the lilacs with which the school-girls adorned the master's desk and of the spearmint which the barefooted boys brought from the meadows. Published by S. C. Griggs & Co. Chicago and for sale by St. Paul Book and Stationery Co.; price, \$1.00.

L. Schick, a Chicago publisher, has issued an *Abridged Grammar of Volapuk*, the new universal language. The work is a small pamphlet, designed as an introduction to the study of the new artificial tongue, and is sent by mail for twenty cents. Editions in both English and German have been printed. If we are not mistaken these little pamphlets are the pioneers of Volapuk literature in America. Volapuk is designed to serve as an international scientific language for both speech and correspondence. It can be learned in a month of study. Its formation is so simple and so scientific that when one knows the nouns he knows the whole language, as the adjectives verbs and adverbs are regularly formed from the substantives. Each letter has always one and the same sound, there are no irregular verbs and there is but a single conjugation. In accent and construction of sentences the French is followed; plurals are invariably formed by adding s to the singular; the roots are borrowed from all the languages of Europe, but chiefly from the English and German. Prof. Schleyer, of Constance, Switzerland, is the author of Volapuk, and has spent twenty years in perfecting it. The new language is making remarkable progress in Europe. Some years ago an effort was made in New York to found a universal language by Stephen Pearl Andrews. His theory was that the sound of a word should in some sort correspond with its sense. He called his language Alwato, and printed a dictionary and grammar of it, and gave lessons to enthusiastic disciples. Andrews was an interesting theorist, but his Alwato never got beyond the range of his personal influence and died with him; whereas Schleyer's Volapuk is a practical business language designed to meet an evident want and promises to come into general use.

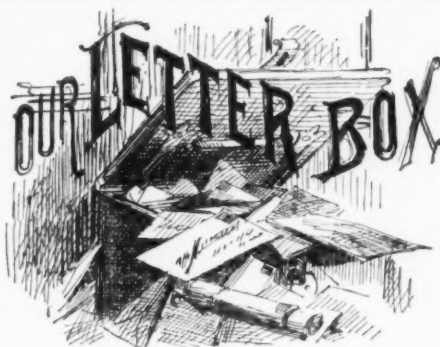
*Looking Backward: 2,000—1887*, is the title of a fascinating book by Edward Bellamy, which in the form of a story attempts to describe the possible progress which the world may make by the beginning of the twenty-first century. The writer, a rich young man living in Boston, who is afflicted with insomnia, has a strong stone vault constructed under his dwelling to shut off the noises of the street. He is



in the habit of calling in a mesmerist to put him to sleep and to bring him out of his trance next day. His house burns down and he is left entombed alive in the vault. There he lies until resurrected in the year 2,000, when he finds himself in the midst of a wholly new civilization and new social conditions. Poverty is unknown, crime is very rare, everyone lives in comfort and in what would be deemed luxury nowadays. How this happy change has been brought about is the main theme of the book and the solution of the labor question is the key to the mystery. Co-operation under government direction has taken the place of competition. All the waste and loss caused by the antagonisms, misdirected efforts, strikes, over production, financial crises and excessive competition of the present social order are saved. A host of non-producers become producers. There are no soldiers, no idlers, no criminal classes, no money lenders and no lawyers. One eightieth of the workers are all that are required for the processes of distribution instead of one eighth as at present. Thus the world's supply of necessities and comforts is greatly increased and everybody gets a much larger share than at present. All the materials, implements and appliances of industry are controlled by the people through their government instead of by corporations and individuals, and in like manner the distribution of products is made. Until he is twenty-one the citizen is educated at the expense of the nation; then he joins the industrial army, serving for the first five years in the ranks of the common laborers. Then follows a year of apprenticeship to a calling selected by him. Volunteers for the more arduous and disagreeable occupations are secured by shortening the hours for labor at such occupations. All labor is alike honorable and alike remunerative. At forty-five the worker is mustered out of the industrial army and is free to follow his own tastes, sure of as good a living as before for the remainder of his life. How such a system can be made consistent with individual effort and diversity of character is the theme of one of most ingenious chapters in the book. There is no such thing as money; no capitalists, no grasping for wealth. All purchases are made with credits for labor. No one has any private property save furniture and other personal belongings; yet the author pictures a society where people live according to their tastes, in houses of different styles and sizes, spending their credits, for they have no money, some for dress and jewels, some for books and pictures, some for travel, and some for horses and yachts, very much as at present. All labor, however, and all are equally compensated. It is a very desirable sort of a millenium he depicts, but much longer time than one hundred and thirteen years will be needed to eliminate the selfishness, greed, and brutality from the human race so that it can be realized. However, the book is well worth reading. Published by Ticknor & Co., Boston, and for sale by St. Paul Book and Stationery Co.; price \$1.25.

#### OPENING OF THE OREGON & CALIFORNIA ROAD.

There has been no sounding of trumpets about the matter nor any loud talk, but at the same time the Oregon & California and the Central Pacific have done a big thing for the Northwest by uniting these two roads so as to give direct connection between Portland, Or., and San Francisco. Objection has always, heretofore, been made to going to California by way of Portland, that a part of the trip had to be made by steamship. It was disagreeable, and took a longer time, and especially was it objectionable to ladies of delicate health. Thus it was that the Northern Pacific road lost much travel in consequence of this fact. This now is wholly obviated. The Oregon & California road has been united, in the extreme northern part of California, with the Central Pacific, and in this way San Francisco and Portland have a direct line. This will result in great advantage to St. Paul and Minneapolis and also to the whole state.—*St. Paul Globe.*



#### The Castle Mountain Mines.

BRainerd, Minn. Feb. 9, 1888.

To the Editor of The Northwest Magazine:

Please give me some advice about going to Montana. I am thinking about going to the new Castle Mountain mining district. Am a mechanic and a single man. Do you think I could do well there? I would like to start in April.

G. M. H.

Castle Mountain will without doubt be an exceedingly lively mining camp this year. Wages will be good and work plenty. If you are not afraid of work and will keep out of whiskey saloons and save your money you cannot fail to do well. Perhaps you will have the luck to get an interest in a paying mine.

#### For Farming Settlement.

TIOGA, Penn. Feb. 3, 1888.

To the Editor of The Northwest Magazine:

In what part of Washington Territory would you advise a farmer to settle, who knows his business and has two boys to help him. I contemplate moving to the Pacific Coast this next Spring.

L. R. S.

If you want to farm without irrigation go to the Big Bend Country or the Palouse Country. Buy your tickets to either Spokane Falls, Cheney or Sprague. If you prefer to farm on irrigated land, raising grain, hops, fruit and tobacco, with open bunch grass ranges for stock, you cannot do better than to go to North Yakima.

#### Northern Pacific Branches.

PHILADELPHIA, Feb. 4, 1888.

To the Editor of The Northwest Magazine:

When will the Northern Pacific get through building branches, so that their system will be complete and need no further extension. I hear that a number of new branches are projected for building this year.

A STOCKHOLDER.

It will probably be many years before the building of branches will cease. In an immense new region like the Northwest the settlement of new agricultural districts and the discovery and working of new mines requires the construction of new railroads, and the question is whether an old road first in the field shall build such new lines as feeders to its main line or shall allow other and rival corporations to occupy productive territory. The prestige and financial solidity of the Northern Pacific enable it to have branches constructed by allied local companies and thus to get all the advantage from them without adding to its own bonded debt. In its preliminary agreements to lease branch lines when constructed it is careful, we presume, to make sure that there is enough traffic in sight to make such branches "feeders" and not "suckers."

#### Concerning Mandan.

A Newark, New Jersey, subscriber writes as follows to the editor of the Mandan, (Dak.) Pioneer, concerning an article by the latter in our January number, on the West Missouri Country.

Being a reader of THE NORTHWEST MAGAZINE, (the Pioneer as well,) for the past few years, I was particularly interested in the January number, just out, of the NORTHWEST MAGAZINE, describing and illustrating various localities of the great Territory of Dakota, which is now verging on a boom of emigration from almost every state in the Union, aside from the thousands that are leaving their homes from beyond the sea to possess this goodly land. But of all the localities and towns described in the above magazine, none strikes the reader more suggestively or forcibly than that of the young and rising city of Mandan and the west Missouri country, of which you have so graphically contributed and presented to its

readers. In glancing at the N. P. R. R. map it is plain to see that Mandan, the town from which you hail, is the "gate way" to that great country, as yet only sparsely settled up. The dozen or more railroads that are pointing in that direction are evidences of the great importance of the place as a commercial centre. The natural facilities that this part of Dakota possesses must eventually and ultimately attract various manufacturing industries, an account of its rich beds of native coal, which other parts of Dakota do not possess. Yes, I believe you have said it: "Mandan is to be the Omaha of the great Northwest." I have read somewhere that capitalists from Boston, Buffalo, and elsewhere are investing in your city.

#### The Port Angeles Colony.

NEW YORK, Feb. 2, 1888.

To the Editor of The Northwest Magazine:

Can you give me any information about the colony at Port Angeles, Washington Territory? I have been thinking of going out and joining it, but thought I would first ask your advice.

J. L. K.

The above is one of numerous communications we have received lately making inquiry about the Port Angeles colony. We cannot answer them from personal knowledge. Port Angeles is a good harbor on the Strait of Juan de Fuca, in the northwestern part of Washington Territory, and is about twenty miles from the old and prosperous town of Port Townsend, which is the port of entry for Puget Sound. The land is heavily timbered and cannot be cleared for cultivation at a cost of less than thirty or forty dollars an acre. The amount of agricultural land must be quite limited, for the Olympic Mountains are close to the tide water. Of the plan and membership of the colony we know nothing, but should think that the important consideration would be whether the colonists can make a living from the soil and the fisheries. As a general thing we have not much faith in colonies. Too many amiable cranks join them with vague ideas that the millenium is close at hand and that they can live without much hard, earnest work. We do not want to do the slightest injustice, however, to the Port Angeles experiment and the Editor of THE NORTHWEST intends to visit the settlement on his next trip to the Puget Sound Country and to give the place a fair descriptive article.

#### The New Salem Settlement.

NEW SALEM, Dakota, Jan. 30th 1888.

To the Editor of The Northwest Magazine:

Permit me to call the attention of the readers of THE NORTHWEST MAGAZINE to our town and surroundings where there was a perfect wilderness a few years ago. You can now see just as fine improved farms and farm buildings as you can find in the best settled portions of the East. Our farmers are all well-fixed for getting through the winter. They have plenty of feed for their stock, and plenty of good substantial food for their families, and their immense sheds full of the native coal would surprise the Eastern editors who make so much of a Dakota coal famine. Why do these papers not localize that coal famine that exists in southeast Dakota and parts of Minnesota? Some of our farmers are digging coal and are shipping it to the parts where they have none. All this country is underlined with coal and all we need is the capital to mine it. There will surely never be a coal famine in North Dakota along the line of the Northern Pacific.

Among other things shipped from here to the East; to Chicago, Elgin, Ill., and Iowa, where the people were not blessed with the good things as we were, was 13,200 bushels of potatoes netting us \$6,000 and 31,500 lbs. of butter and 30,000 dozen of eggs were shipped west from here netting us \$11,016, in all \$17,616. Our flouring mill is now in fine running order supplying the long felt needs of our farmers, it is a good one. The mail route to the north into Oliver and Mercer County, is now in operation and gives the people three mails a week. A stage, freight and express line is contemplated for next spring in connection with this mail route. This will make it very convenient for new comers to go up into the Knife River country.

It may be of interest to state that we have in New Salem Civil Township three school buildings and one in Blue Grass Township and the erection of two more is contemplated. The one in the town is a two story brick building. We also have a nice church in New Salem. Is not this a good show for a settlement four years old? Our farmers have already raised nice bunches of stock and sheep are a success. Trust this country, with its diversified farming and its fuel interest, etc. It will be one of the best in America.

J. J. LUCK.

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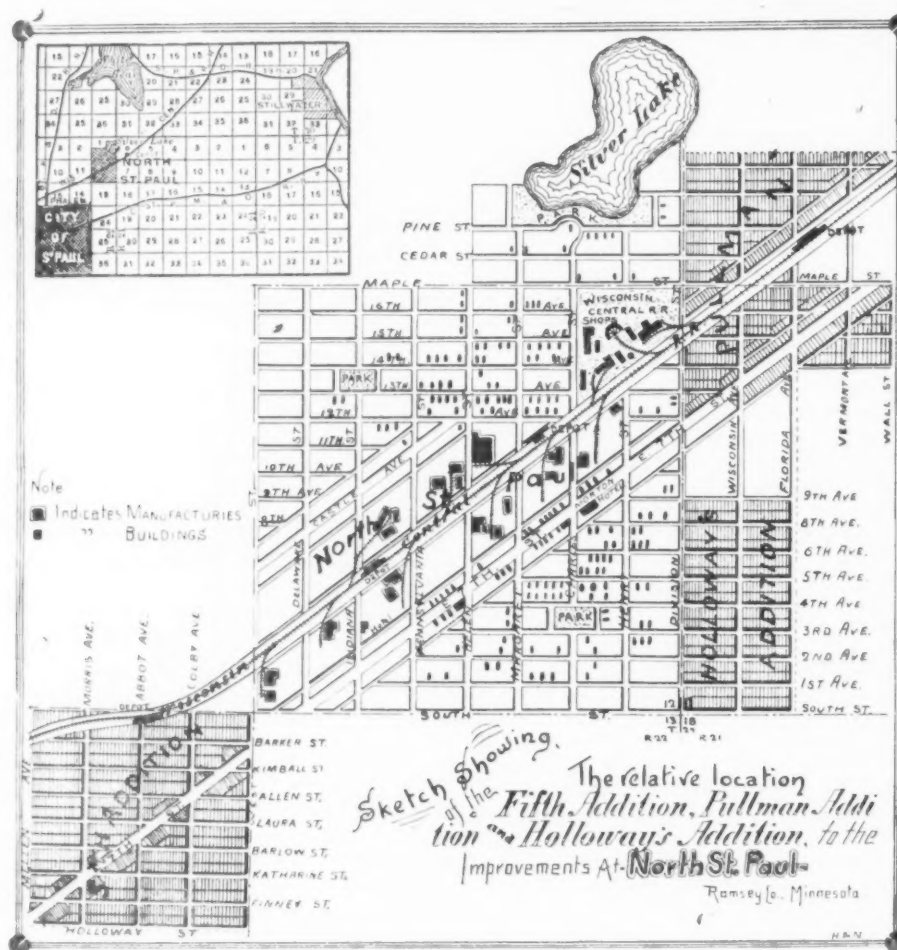
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Building Season.

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Five Railroad Stations.  
Trains at frequent intervals.



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We have for sale at North St. Paul, at prices ranging from \$250 to \$400 per Lot, property in

## THE FIFTH ADDITION,

Directly adjoining North St. Paul on the Southwest. Has a Railroad Station of its own for the convenience of the residents, and is directly on the line of the Wisconsin Central Railroad. Seventh Street, extending from Fort Snelling to North St. Paul, (a distance of over 12 miles) runs directly through the center of the Fifth Addition.

## PULLMAN ADDITION

Adjoins North St. Paul on the east, within a stone's throw of the proposed Wisconsin Central R. R. Shops, a portion of which is within a few rods of and overlooking that gem of beautiful waters, SILVER LAKE.

## HOLLOWAY'S ADDITION

Adjoins North St. Paul on the east within but two blocks of the Morton House, the Wisconsin Central R. R. Shops and the very heart of the business and manufacturing center of the most thriving, rapidly growing and active manufacturing town in the Northwest.

For further particulars, terms, etc., address

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Owners' Agents,

ST PAUL,

MINNESOTA.





## Dakota.

**ELECTRIC LIGHT IN JAMESTOWN.**—The Jamestown business houses are now illuminated with electricity. The Edison incandescent system is used. The Brush arc plant furnishes the city's arc lights. General satisfaction is expressed with the light, which is of unusual brilliancy and steadiness.

**JAMESTOWN** is the first place along the line of the Northern Pacific that has got a creamery fairly located and the necessary stock subscribed. The building will be erected in the early spring, and the manufacture of butter begun by May 1st. The company expect, and have the promise of milk from 300 cows at Grand Rapids.

ALL portions of Dakota are looking forward to a large immigration the coming season, and, from all reports gathered, the outlook was never better. People are just coming to realize that public lands are perceptibly diminishing in area, and that if they are to avail themselves of these presents they must come before they are all taken.

In Dakota there are now no less than twenty-one cities and towns having a population of 2,000 or more. They are, in order of their size: Fargo, 10,000; Sioux Falls, 8,000; Grand Forks, 6,700; Deadwood, 5,600; Yankton, 5,250; Blunt, 5,250; Mitchell, 4,300; Hudson, 4,000; Aberdeen, Bismarck and Jamestown, 3,500 each; Watertown, 3,300; Mandan, 3,000; Pierre, 2,800, including East Pierre, 3,600; Rapid City, 2,500; Carrington, 2,325; Grafton and Wahpeton, 2,300 each; Chamberlain, Lisbon and Park River, 2,000 each.

It is the prevalent impression that 1888 is not only to be a wonderful crop year in Dakota, but remarkable for the development of population and natural resources. If one-half of the vast Sioux reservation shall be thrown open to settlement there will be a great rush in that direction, and it is given out that both the Northern Pacific and the Manitoba roads will now adopt extraordinary means to attract settlers to the regions along their lines. The prospect of early Statehood will also give an impulse, and it is probable that the 60,000 addition to the population of the Territory in 1887 will swell to a round 100,000 in 1888.

**OPENING OF THE SIOUX RESERVATION.**—Within two years after the reservation is opened it is free to estimate that 100,000 people would settle there. They would bring thrift and enterprise with them, and consequent wealth. In the next place the people who live now on the east bank of the Missouri River opposite the reservation would be immediately benefitted. Business is languishing, and there is a sense of discouragement creeping over the people on account of the fact that the market is circumscribed. The Missouri River to them is like the border land of the universe. No matter what may be the energies and pent up forces of ambition they can not reach beyond that barrier.—*Deadwood Pioneer.*

**DO YOU WANT A FREE FARM?**—How long can the "intending" settler afford to wait before he comes to make claim to a Dakota farm? It is worth while to figure it out and ponder over it. Of our vast area of nearly one hundred millions of acres, the government has now at its disposal only 23,311,445 acres. During the last six years more than 32,000,000 acres have been entered under the land laws, and about four years will finish up the whole business. Outside of the Black Hills, there are in South Dakota only about one million acres open to settlement. In North Dakota, in the Fargo district, there are only about a quarter million acres to be had, about half of it being in Foster County. The Bismarck district has about fourteen million, which constitute the bulk of the land now obtainable from the government.

## Montana.

The Helena city directory shows that the aggregate number of male adult residents of Helena, Marysville, Wickes and Rimini is 6,010, which number being multiplied by three, the minimum figure employed in computing population by directories, indicates a population of 18,000 for the four places named.

CHARLES CLARK and C. D. McClure, of the Granite Mountain Company, in association with other St. Louis capitalists, are contemplating the early erection either at Philipsburg or Drummond of a mammoth smelting plant

to treat the silver ores of the Flint Creek and contiguous districts, including possibly that of the Granite Mountain.

WITH a precious and base metal product of \$25,000,000 last year, Montana now leads all the States and other Territories in the Union. The Colorado papers seem carefully to have overlooked this fact, while those of Nevada and California are afflicted with the same visual incapacity. This is really distressing, but it does not alter the fact. Figures do not lie.—*Butte Inter Mountain.*

We are pleased to chronicle the fact that Helena is to have a tremendously large smelter in the near future. Not only are we glad on Helena's account; but on our own. A large smelter means a great demand for fuel. We have that fuel. Helena does not want to take our fuel if she can possibly get it elsewhere—at Sand Coulee, for instance,—but she will have to take our coal and coke just the same.—*Bozeman Chronicle.*

According to the *Yellowstone Journal* Harris Brothers, of Rosebud, have 80,000 pounds of corn that they raised last season on 25 acres, two acres of which gave the enormous yield of 274 bushels. In the matter of potatoes the same parties harvested 198 bushels from a seeding of 180 pounds. There are statements that will make the Eastern grangers stare, and doubt the evidence of their eyes, but there is no gain saying the fact that the valleys of Eastern Montana lay over the whole world in the matter of productivity.

**A RICH COAL VEIN TAPPED.**—Enoch Hodson has had a large force of men employed for several months past in driving a rock tunnel 650 feet in length and 350 feet below the old opening to his coal mine, located on the old Emigrant gulch road, two miles above the Chesnut mine. About a week ago the workmen were rewarded by tapping a vein of excellent coal, four and a half feet in thickness. Crude tests, here, develop the fact that the coal possesses excellent coking qualities. An amount of coal can be mined here equal to at least 300,000 tons. Here is an excellent opportunity for eastern or other capitalists to erect an extensive coke plant.—*Bozeman Avant Courier.*

**EXTENSION OF THE BITTER ROOT RAILROAD.**—Instructions have been received from the office of the Northern Pacific company in New York to locate the Bitter Root line as far south as the West Fork of the Bitter Root River. The distance from Missoula to the West Fork is seventy-five miles, or almost twice as far as the track is now laid. The Montana capitalists are negotiating with the Northern Pacific company for the construction of the last twenty-five miles of the road, extending from Skalkaho to the West Fork. This is good news for Missoula and the Bitter Root. Every mile the road is extended south means so much more business for Missoula.—*Missoula Times.*

## Oregon.

**A NICKEL MINE.**—The Baker City *Democrat* says: A nickel vein was discovered last summer about six miles south of Rye Valley, by parties who at first supposed they had found a rich body of gold and silver ore. Energetic development was done by them and samples of the ore sent to Portland which returned from 40 to 100 pounds of nickel per ton. The width of the ledge at a depth of 100 feet is fully fifty feet between walls. The owner will do further development work on the property the coming summer. We believe this to be the first nickel discovery in Eastern Oregon, if not in the State. The only mine of the kind being worked extensively on this coast is near Winnemucca, Nev., where a mill for reducing the ore is in operation and has been for several years.

## Washington Territory.

The Northern Pacific runs a train of seven or eight cars over the swifback every hour.

MANY improvements have been made in Ritzville the past six months, several new business houses will be erected in the spring and a big immigration is looked for this coming year. Ritzville is a great point for immigrants seeking homes in the Big Bend country.

The *Centralia News* gives an account of a gala day upon the opening of the "By Jo" coal mine, about three miles northeast of that village, on Jan. 19th. A procession of wagons with a brass band repaired to the mine, loaded up with the coal and returned to the town, when there was a general rejoicing. The mine opened is a six feet vein and there are several others in the same vicinity.

Work has been commenced on the Vancouver, Klickitat and Yakima Railroad. The Vancouver *Register*, rejoicing over this fact says: The question of Vancouver's railroad is at last a settled fact. It will be built at once. With it will come the industries which build up cities. Already it is rumored that a large, first class hotel will be built here the coming season. It will be no fictitious boom, but a veritable awakening of business at Vancouver, recognized as the finest location for a

large city on the Pacific coast. In commercial importance Vancouver will in a short time rank with Tacoma, Seattle and Spokane Falls. Vancouver will be the Queen City of the Columbia. Before the close of 1889 Vancouver will have through connection to the East.

**COST OF MINING COAL ON PUGET SOUND.**—In this region coal costs the producer not far from one dollar a ton. This includes the original purchase of the mine and the expenses of mining. The figure doubtless varies at different times and at different mines. We name it as the average cost of the coal. Where it exceeds this figure it is on account of imperfect facilities for working, the bad location of the mine, or faulty management. In Pennsylvania coal costs the companies about seventy-five cents a ton.—*Tacoma News.*

A FARMER near Walla Walla, from a patch of ground 100 feet square, raised last year over ten tons of beets, which are marketable at \$5 a ton, and this without special cultivation. He afterwards stated that from an acre of like ground he could raise 100 tons of beets, and a liberal estimate for the expenses of cultivation would be \$100 and the beets being worth at present prices \$5 a ton, total \$500, thus leaving \$400 for profit from the product of one acre.—*Walla Walla Union.*

**THREE LARGE CITIES.**—There will be three large cities on the Pacific Northwest coast—Portland, Tacoma, and Seattle. Of these we think Portland will grow to the Pacific what Philadelphia is to the Atlantic, Tacoma taking the place of New York and Seattle the position of Boston. The relative positions, however, will depend materially on the enterprise of the citizens in the respective cities. There is a vast empire tributary to all of them, and in this vast empire there is sufficient mineral wealth to pay half the national debts of the world. If this wealth, with the timber, grain, fruits and other products, is once turned toward the three cities it will make them grow faster than did their prototypes on the Atlantic.—*Coeur d'Alene Sun.*

The Ellensburg, Big Bend and Salmon Mines Transportation Company has a capital stock of \$100,000, all subscribed, and persons have been sent East to purchase an engine of 150-horse-power and machinery for the steamboat that is to navigate the Columbia and Okanogan Rivers. The boat is to be of light draft and for several months in the year it can run up the Okanogan River within ten miles of Ruby. The Okanogan is fordable now and has been for some months. The boat will need power to steam the currents of the upper Columbia River; there is no place in the whole stretch that is worse than the Umatilla rapids. This settles the transportation question beyond all civil, and Ellensburg, with Tacoma and Seattle, will reap the advantages that will result from quick and economical transportation to the Salmon mines.—*Ellensburg Localizer.*

**SEATTLE'S BRIGHT PROSPECTS.**—Never it may truthfully be said, have the prospects of Seattle looked brighter than at present. It is no wonder that those who are interested in the growth and development of the city feel more than encouraged and that they are looking forward to an increase of population during the coming spring and summer which will make the growth of the city during any other period of its history appear slow and gradual by comparison. The new industries which are projected will of themselves add several thousand to our population. The building boom which marked the latter portion of last year will also continue without cessation. It is probable that no fewer than a dozen elegant business blocks will be erected during the year, and the building of residences will, of course, keep pace with the growth of the city. At the same time the railroad development of the country tributary to Seattle is being pushed unceasingly forward.—*Seattle Post Intelligencer.*

**TACOMA'S GROWTH.**—The most remarkable increase of population in Tacoma has been in the year 1887, during which from two to three thousand people have been added to its numbers, so that it is now estimated that the city contains not less than twelve thousand people. During this year building has been very active, and houses are occupied as fast as completed. Handsome and commodious brick stores and other buildings have been and are being erected on the principal thoroughfare. The citizens of Tacoma are fully impressed with the idea that their city is to become the great commercial and manufacturing centre on Puget Sound, as they enjoy the advantage of being the terminus of the only transcontinental railroad reaching those waters; have direct railroad communication with Portland, and so connecting them with the Southern Pacific system as well as the Oregon Railway & Navigation and Oregon Short Line. They also have connection with the Canadian Pacific Railway by steamer and with the principal places on the Sound. A line of steamers also connects them with San Francisco, making a weekly trip. The completion of the Cascade tunnel, about June, 1888, will greatly facilitate the shipment of wheat from Eastern Oregon.—*Portland Oregonian.*

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**NORTH ST. PAUL, : : MINNESOTA.**

THE NORTHWEST MAGAZINE, for February, is, we unhesitatingly assert, the most valuable publication for St. Paul, which has ever been sent out from any printing house in the State. Its description and engravings of the Ice Palace, and of many of the best business houses and palatial residences, far excel all other things of the kind yet laid before the people of Minnesota. Those who have not yet secured it should do so at once. It costs only 25 cents. Address E. V. Smalley, Publisher, St. Paul.—*Sauk Rapids, Minn., Sentinel.*

THE NORTHWEST MAGAZINE for February contains more than twice the usual quantity of matter and is largely devoted to the winter carnival in St. Paul and to illustrations and descriptions of that city. It is an excellent number of that excellent magazine. We are glad to see Mr. Smalley making such a marked success of his enterprise. The Northwest needs a representative magazine and this St. Paul journal is filling the position with honor.—*Bozeman, Mont., Avant Courier.*

THE NORTHWEST MAGAZINE for February, by E. V. Smalley, is one of the best numbers issued. The carnival and St. Paul are treated in Mr. Smalley's best style of descriptive sketch, while the subjects are elaborately illustrated. Many of the principal points of interest as well as the elegant homes of St. Paul's millionaires, are shown with the best skill of modern art. The carnival doings and the palace are handsomely pictured and described.—*Fargo Argus.*



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#### THE NEW ENGLAND COLONY IN DAKOTA.

The above association, having purchased of the Northern Pacific Railroad company all its lands in Hettinger County, and two ranges in the county west of Hettinger, began active operations of settlement late last spring. On the 28th day of April last a little band of eighteen people, men, women and children, took the cars at various points on the Vermont Central Railroad between Boston and Montreal. Hardly any of us had seen each other before the beginning of this journey to our new home in the far west. Four days we travelled towards the setting sun till we crossed the Missouri River and reached Dickinson the capital of Stark County, Dakota. Thence we journeyed south twenty-five miles over the rolling prairies in prairie schooners following the Deadwood trail till we reached the North Fork of the Cannon Ball River where we located our new town New England City. Johnson's Encyclopedia told us there were sixty white people resident in the county before our advent, but we have succeeded in finding only one of them. Arriving here May 2nd we were dumped on the plains twenty-five miles from a base of supplies and left with three small tents to rustle for shelter.

Not a single clapboard was there in all this vast country, but with New England pluck and push we worked day and night till we had shacks suitable for shelter. Soon, too, our newly purchased teams were breaking the virgin sod on many quarter sections adjacent to the town. That we have worked with a will as well as with a firm faith in the success of this colony the following facts and figures attest: In seven months we have erected twenty-six houses, in the construction of which we have used 12,500 feet of lumber. In the building of those twenty-seven houses, digging wells, surveying, making roads, buying cattle and horses, breaking the prairie, sod-planting, etc., we have already invested over \$20,000. Over seventy claims, representing about 12,000 acres of free government land lying on all sides of our town, have been taken up and to a great extent by actual settlers. Our people have as a rule built good, comfortable houses and furnished them comfortably too. "Brightside" the beautifully located ranch of Mr. Gibbs, who came hardly seven months ago from old New England to this charming valley, looks with its neat farm house with paint, and blinds, big new pump, cow yard, barn, horses, cattle, hogs and poultry, as though freshly transplanted from the old Bay State. This is but one of several such ranches here. Our people here are all native born and all from New England, hence the name of our town, New England City.

This town comprises a whole section (section three, township 135, range sixty-seven) of 640 acres of level prairie gradually sloping from College Hill on the north to the Cannon Ball River on the South. It is laid off into well marked streets and avenues, with a large common near the centre and a public garden of fifteen acres beautifully located in a bend of the river. The Big Rainey Butte, a few miles southwest of the town, towering aloft several hundred feet, forms a striking land mark and serves to rest the eye after wearied with gazing over these level plains. Eight buildings have already been erected in this new town: A printing office, where is published every week our enterprising paper, the *Rainey Butte Sentinel* which issued its first edition of 500 copies June 17th, just forty-five days from our arrival here, has gone on increasing its circulation with each issue; a large and well stocked grocery and hardware store, contains the post office where our newly commissioned postmaster sorts over a good-sized mail; connected with this store is a large boarding house; a school-house, we had school last summer, a directors office; a carpenter shop; a stable; a large hotel four stories high with sixteen rooms stands in a commanding spot on the banks of our perennial spring fed river, the Cannon Ball; the resident managers house; and we are now putting the finishing touches to our new \$1500 church, with its clock-bell, organ, stained glass windows, Sunday school and salaried pastor. The Hettinger County Bank with offices in Boston

and New England City will be prepared to transact business in the early spring, a railroad, in fact two railroads will soon reach us, as we have a charter and shall soon begin active operation of building. Is this a bad showing for a town a half year old? We have had no boom and want none. We have all, settlers and directors, put our shoulders to the wheel and our hands in our pockets for money to make each individual case a success. You will ask what we are going to do for a living and business now we are here. Till the rich inexhaustible virgin soil, raise cattle, sheep, horses, poultry and hogs. Diversified farming will be our motto, and a home market in our rapidly growing town. Coming very late last spring, and hence having to plant in a hurry, if at all, we planted in the rudest possible manner on the sod and with no cultivation, for there were no weeds, and using no manure, we raised excellent crops of all kinds such as we raised on our old farms in New England and many other kind besides. Corn and potatoes did remarkably well with us both as to yield and quality. Our cattle and horses graze on the rich buffalo grass the year round, requiring but little shelter in the hardest winter. This locality is noted among the stockmen from Manitoba to Texas as an excellent grazing section and the bones of the now extinct buffaloes, which whiten our plains, bear evidence that they too knew where to find good feed. The water here is excellent, pure and cool, and our wells average not over forty-five feet in depth. Coal is found in great abundance on most every quarter section and can be had for the mere digging and hauling, and makes a quick and hot fire. Game abounds. Waterfowl and fish swim in the Cannon Ball. Antelope, deer and prairie chickens afford good shooting as well as eating. The summer's heat we found not oppressive, the nights were cool and so far the winter's cold has disappointed us as it is not nearly so bitter as the frosts among our New England hills. This would seem to be a paradise then, you say. No, but with the natural advantages we have here, soil, water, coal and a moderate climate, we propose to make this the garden spot of Dakota and to that end we shall try our best to make every settler here satisfied with his lot and allotment.

LEWIS A. DODGE.

#### Rapid Growth of Spokane Falls.

Spokane Falls, W.T., is coming to the front more rapidly than any city on the Northwest Pacific slope. Her growth and the rapid increase in values are permanent. The mining, lumbering, farming, grazing, manufacturing and other interests are rapidly pouring their wealth into her coffers. I. S. Kaufman & Co., the oldest real estate dealers in the place, have made fortunes for many of their outside customers, by making careful and judicious investments for them, and are ready to make others happy. Best of reference furnished if desired. Write them.

#### Consumption Surely Cured.

To the Editor of The Northwest Magazine:

Please inform your readers that I have a positive remedy for the above named disease. By its timely use thousands of hopeless cases have been permanently cured. I shall be glad to send two bottles of my remedy FREE to any of your readers who have consumption if they will send me their express and P. O. address.

T. A. SLOCUM, M. C., 181 Pearl Street, N. Y.

Oregon Blood Purifier, the standard household medicine of the Pacific Coast is a product of the great herbal Northwest and is prepared solely by Wm. Pfunder, wholesale druggist, Portland, Oregon. Cures all kinds of skin diseases, biliousness, sick headache, dyspepsia, constipation, and all disorders of the kidneys and liver.

The advertisement of the Yale Art Works on another page offers valuable presents to readers of the Bible.

#### IN FEBRUARY.

To-night the hill is robed in snow,  
 The meadow white beneath.  
 The fir-tree has a hoary beard,  
 Each twig a pearly sheath,  
 While all the rushes on the marsh  
 Are standing stiff and stark,  
 And like a fiend the cold north wind  
 Goes shrieking through the dark.

FRANKLIN HERBY

HENRY P. UPHAM, Pres. E. H. BAILEY, Cashier.  
C. D. GILFILLAN, Vice Pres. WM. A. MILLER, Asst. Cash.

## FIRST NATIONAL BANK OF ST. PAUL, MINN.

UNITED STATES DEPOSITORY.  
CAPITAL, \$1,000,000. SURPLUS, \$300,000.

DIRECTORS.  
H. H. SIRLEY. C. A. DeGRAFF. C. D. GILFILLAN.  
T. B. CAMPBELL. E. H. THOMPSON. A. H. WILDER.  
F. H. KELLY. E. H. BAILEY. F. B. CLARKE.  
N. W. KITTSON. J. J. HILL. C. W. GRIGGS.  
H. P. UPHAM. D. C. SHEPARD. H. R. BIGELOW.

ALBERT SCHEFFER, Pres. P. H. KELLY, V. Pres.  
CHAS. KITTELSON, 2nd V. Pres. HERMANN SCHEFFER, Cashier.

## Commercial National Bank, ST. PAUL, MINN.

Paid Up Capital, - - - \$500,000.

## COCHRAN & WALSH,

## Real Estate and Financial Agents,

GILFILLAN BLOCK,  
ST. PAUL, - - - MINN.,

### MAKE A SPECIALTY OF MORTGAGE LOANS.

They also handle City Property of every description. If you wish to purchase a gift-edged mortgage on St. Paul improved real estate, or desire to invest in an interest paying property in the city, they will do it for you. Send for their explanatory pamphlet.

W. R. MERRIAM, Pres. F. A. SEYMOUR, Cash.  
C. H. BIGELOW, Vice Pres. GEO. C. POWER, Asst. Cash.

## THE MERCHANTS NATIONAL BANK, ST. PAUL, MINN.

CAPITAL, \$1,000,000. SURPLUS FUND, \$400,000.

DIRECTORS.  
E. F. DRAKE. J. W. BISHOP. A. B. STICKNEY.  
JOHN L. MERRIAM. D. B. NOYES. J. T. AVERILL.  
MAURICE ADERBRACH. F. A. SEYMOUR. CHAS. R. BIGELOW.  
A. H. WILDER. E. N. SAUNDERS. W. R. MERRIAM.  
L. D. HODGE. W. S. CULBERTSON. B. BRAUPPE.

M. H. DUNNELL, President. F. A. SEBRING, Cashier.

## Bank of New Rockford.

M. H. DUNNELL & CO., New Rockford, D. T.

Transact a General Banking Business; make and negotiate loans; give special attention to collections; sell farming lands in county, business and residence lots in New Rockford, and pay taxes for non-residents.

## BEN E. SNIPES & CO.,

ELLensburg, - - - Washington Territory.

Do a general Banking Business. Collections have prompt attention. Correspondents—N.Y. National Park Bank; St. Paul, Minn.; National German-American Bank; Portland, Or.; Ladd & Tilton; San Francisco, London, Paris and American Banks. B. E. SNIPES. W. R. ABRAMS.

## FIRST NATIONAL BANK BILLINGS, M. T.

CAPITAL, \$90,000.

A General Banking Business Transacted.  
W. R. STEBBINS, President. H. H. MUND, Cashier.

## Western Bank Note Co., CHICAGO.

Engravers and Printers. Finest Quality on Steel Plates.

DRAFTS, BONDS, CHECKS, CERTIFICATES, DIPLOMAS.

Bill of Exchange, Letter and Bill Headings, Portraits, Cards, etc.

Commercial Lithography, Safety Papers and Safety Tints. Correspondence Solicited.

WESTERN BANK NOTE CO.,  
CHICAGO, ILLINOIS.

Gen. J. W. Sprague, President. W. B. Blackwell, Vice President. W. Fraser, Cashier.

## TACOMA NATIONAL BANK.

(First National Bank in the City.)

Capital Stock, \$100,000. Surplus, \$35,000.

DIRECTORS.  
J. W. Sprague, W. B. Blackwell, Robert Wingate, George E. Atkinson, J. W. Anderson.

Capital Paid, \$50,000. Surplus, \$10,000.

## Merchants National Bank of Tacoma, Washington Territory.

(Oldest Bank in the City.)

### TRANSACT A GENERAL BANKING BUSINESS.

Buy and Sell Domestic and Foreign Exchange. Give prompt attention to Collections. Receive Accounts, large or small. Pay Interest on Time Deposits. Give careful attention to business entrusted to us by Banks, Merchants and Individuals.

DIRECTORS—W. J. Thompson, President; Henry Drum, Cashier; Geo. F. Orchard, M. F. Hatch, M. M. Harvey, M. J. Cogswell, L. F. Thompson.

[No. 1649.]

## FIRST NATIONAL BANK,

HELENA, MONTANA.

### UNITED STATES DEPOSITORY,

Paid up Capital, - - - \$500,000  
Surplus and Profits, - - - 375,000

General Banking Business and Collections in the Northwest receive prompt attention.

B. T. HAUSER, President. A. J. DAVIS, Vice President.  
R. W. KNIGHT, Cashier. T. H. KLEINSCHMIDT, Asst. Cashier.

GEO. H. HILL, 2d Asst. Cashier.

## SECOND NATIONAL BANK

OF HELENA, MONTANA.

Does a General Banking Business, Sells Foreign Drafts and Passage Tickets, Pays interest on Time and Savings Deposits, Collections receive prompt and faithful attention.

### HAS A SAVINGS DEPARTMENT.

#### DIRECTORS:

E. D. EDGERTON, Pres. J. B. SANFORD, Vice-Pres.  
C. K. COLE, Cashier.

S. J. JONES, E. S. EDGERTON, St. Paul. CHRIS KENCK.

## THE MERCHANTS NATIONAL BANK,

Helena, Montana.

Capital and Surplus, \$250,000

L. H. HERSHFIELD, President.

A. J. DAVIDSON, Vice President.

AARON HERSHFIELD, Cashier.

I. SALHINGER, Asst. Cashier.

First-class Bonds and Warrants of States, Cities and School Districts bought and sold. Gold Dust, Gold and Silver Bullion purchased. Foreign and Domestic Exchange and Letters of Credit. Time deposits received.

## MONTANA NATIONAL BANK,

(U. S. Depository.)

HELENA, - - - MONTANA.

Organized November, 1882.

Authorized Capital, \$1,000,000 | Surplus Profits, \$60,000  
Paid-up Capital, \$250,000 | Semi-annual dividend, 4 per cent

OFFICERS.  
C. A. BROADWATER, President. E. SHARPE, Cashier.  
A. G. CLARKE, Vice Pres. S. E. ATKINSON, Asst. Cashier.

DIRECTORS.  
S. C. ASHBY, R. F. POTTS, Y. H. WEBSTER.  
HERMAN GANS, H. F. GALEN, S. H. CROUNSE.  
C. W. CANNON, A. H. WILDER, R. B. HARRISON.

Refer to the following stockholders: Senator John Sherman, Ohio; A. H. Wilder, St. Paul; Senator J. R. McMillan, Minnesota; Hon. W. C. De Pauw, New Albany, Indiana.

## J. T. McCARTHER,

## Investment Agent,

SPOKANE FALLS, W. T.

Will purchase Town Lots, Stock Ranches, Farm Lands or Negotiable Paper for Non-residents. Ten years experience in the business. References furnished if desired.

## THE TRADERS NATIONAL BANK

OF SPOKANE FALLS, W. T.

Paid up Cap'l, \$75,000. Undiv'd Profits & Surplus, \$15,000.

DIRECTORS—R. W. Forrest, E. J. Brickell, President; M. M. Cowley, D. M. Drumheller, Vice Pres.; A. J. Duncan, National Bank; Portland, Or.; First National Bank; St. Paul, Minn.; National German-American Bank; London, The Alliance Bank, Limited; Berlin, Dresdner Bank.

Deal in Foreign and Domestic Exchange at Market Rates. Collections receive prompt attention.

J. HOOVER, Cashier.

## H. BOLSTER & CO.,

SPOKANE FALLS, W. T.

## Real Estate and Financial Agents,

MORTGAGE LOANS AND OTHER INVESTMENTS FOR NON-RESIDENTS A SPECIALTY.

REFERENCES: First National Bank. Traders National Bank. Bank of Spokane Falls. CORRESPONDENCE SOLICITED.

## BANK OF SPOKANE FALLS,

(Organized in 1879.)

A. M. CANNON, Pres't. B. H. BENNETT, Cashier.

### OLDEST BANK NORTH OF SNAKE RIVER.

RESOURCES, \$250,000. PAID UP CAPITAL, 70,000.

Exchange on all the Principal Cities Bought and Sold.

Interest allowed on Time Deposits.

Collections a Specialty.

## STROBACH & MUNTER,

## Real Estate and Loans.

Negotiate First Mortgage Loans on Improved Farm and City Property.

PRACTICE BEFORE THE U. S. LAND OFFICE.

Correspondence Solicited.

SPOKANE FALLS, - - - W. T.

## BAKER & BOYER,

## BANKERS,

WALLA WALLA, - - - WASH. TER.

Oldest Bank. Established in 1870.

Special facilities for making collections direct on all points in Eastern Oregon and Washington.

CORRESPONDENTS: New York, Importers and Traders National Bank; First National Bank, Chicago, St. Paul, San Francisco, Portland, Or.; Merchants National Bank, St. Paul.

## PERCIVAL & ANDRUS,

## Land and Loan Agents,

CHENEY, (Spokane Co.), WASH. TER.,

Have for sale a large list of FARMING LANDS, both with and without improvements; also sell NORTHERN PACIFIC R. R. LANDS. Loan money for Eastern parties on first-class farm land security, for from one to five years' time.

Fifteen Years' Residence.





## MONTHLY REVIEW OF THE WHEAT AND FLOUR MARKET.

OFFICE OF THE NORTHWEST MAGAZINE, }  
MINNEAPOLIS, Feb. 28, 1888. }

Contrary to the expectations of most people who watch the grain markets or speculate, the general course of values during the past month has been downward. The first week in February was marked by active dealing and an advance in prices, but with the opening of the second week a decline began and at this writing prices are about 1½¢ below the point touched then, which was less than the top price during the bulge which occurred about Dec. 3. These remarks apply to other markets in the main, the local market having been very firm, with values stubbornly resisting all efforts to force them downward. This state of things was due to the cutting off of receipts by severe storms and heavy snow blockades on the wheat hauling roads, and to the steady demand for wheat from outside millers. This demand although necessarily somewhat restricted by the firmness of the market has been a leading factor in the situation. Local millers could not afford to buy heavily at ruling quotations owing to the weakness and decline in flour, hence the volume of trading on change has been rather limited, while the most exasperating delays and annoyances have been suffered by millers in securing wheat for the daily grind. Elevator stocks are steadily declining, receipts for some weeks having fallen below the requirements of millers and shippers. There is prospect of an early or heavy increase in the receipts here and some at Duluth, where stocks increase very slowly. The general statistical situation is so strong that a recovery in values seems assured. The great pork deal lately in progress at Chicago seemed to have absorbed the attention of speculators, who left the wheat market at the mercy of a crowd of petty scalpers. Careful observers express much confidence in wheat believing that it must display more strength and begin to move upward ere long, although it is quite generally admitted that a further decline is possible and may occur. But this is considered improbable and at merely indicating that the rebound, when it comes will be the greater by whatever artifice depression is secured. The visible supply is about 20,000,000 bushels less than at this time last year, it is decreasing more rapidly than then and the amount on passage and otherwise accounted for is some 12,000,000 bushels below the figures for this date in 1887, while stocks in importing countries are considered light.

The highest, lowest and closing prices for the month, with comparison, were:

	Highest.	Lowest.	Closing.	Year ago.
No. 1 Hard.....	79	76¼	77	80
No. 1 Northern..	77½	74¼	75½	79
No. 2 Northern..	75½	72¼	73	77

Futures have been quite as steady though not very active. February No. 1 hard opened at 77¢ and closed at 76½¢; May opened at 80½¢ and closed at 78½¢. February No. 1 Northern closed at 74¼¢ and May at 76½¢. February No. 2 Northern closed at 72¼¢ and May at 74¼¢.

Flour—This market has ruled very dull during the entire month and the closing is weak and quiet. Foreigners are not at all anxious to buy, as the heavy purchases they made in December and the first half of January are now arriving on a weak market. The domestic trade is doing little, though stocks are not large anywhere, and millers find very light margins with wheat strong and high and flour dull and cheap. The production has been small, owing to the very limited water supply and stoppages for various causes by some of our steadiest running mills. The minimum production, however, for the year has undoubtedly been passed, and it is safe to look for an increased output soon.

Quotations at the mills for car or round lots are: Patents, \$4.10@4.20; straights, \$3.90@4.05; first bakers', \$3.50@3.65; second bakers', \$2.85@3; best low grades, \$1.80@1.90 in bags; red dog, \$1.40@1.50, in bags.

These quotations are on flour in barrels, except as

stated. The rule is to discount 25¢ per bbl for 280 and 140 bbl jute bags, 20¢ for 98¢ cotton sacks, 15¢ for 49¢ cotton sacks, 10¢ for 24½¢ cotton sacks, and 15¢ for 49¢ paper sacks. In half barrels, the extra charge is 30¢ per bbl.

## PRICES OF LEADING NORTHWESTERN STOCKS.

Messrs. Gold, Barbour & Swords, 18 Wall Street, New York, report the following closing quotations of miscellaneous securities, February 24:

	Bid.	Asked.
Northern Pacific, common.....	21¼	22
"    "    preferred.....	45½	45½
"    "    1st Mortgage Bonds 116½	116½	116½
"    "    2d "    "    104	104	105¼
"    "    Missouri Div. "    101½	101½	—
"    "    P'd Oreille "    102½	102½	—
"    "    Dividend Certificates.....	93	93
St. Paul & Duluth, common.....	55	56½
"    "    preferred.....	102½	103½
"    "    1st bonds.....	—	—
Oregon & Transcontinental.....	21¼	21¼
"    "    6's 1922.....	96	96
Oregon Railway & Navigation.....	93½	94
"    "    1st bonds 109	109¼	109¼
"    "    Cons Mgtg 5's.....	99½	100
St. Paul & Northern Pacific.....	115½	116¼
Northern Pacific Terminals 1st's.....	102	102½
Oregon Improvement Co.....	51	52½
"    "    1st bonds.....	99	99½
James River Valley, 1st.....	103	108
Spokane & Palouse.....	101½	101½
Chicago, St. P. Mpls & Omaha, com.....	38½	38½
do preferred.....	107	109
Chicago & Northwestern, common.....	108½	108½
do preferred.....	143½	144½
Chicago, Milwaukee & St. Paul, com.....	77½	77½
do preferred.....	115½	116
Milwaukee, Lake S. & Western, com.....	70	72
do preferred.....	98½	100
Mpls & St. Louis, common.....	6½	6½
do preferred.....	12	14½
St. Paul, Minneapolis & Manitoba.....	108½	110

## NORTHERN PACIFIC RAILROAD COMPANY.

Approximate Gross Earnings for Month of January.

	1886-7.	1887-8.	Increases
Miles: Main Line.....	289.27	3,276.56	384.49
and Branches.....	—	—	—
Month of Jan.....	\$571,420.88	\$656,386.00	\$84,965.02
July 1st to " 31.....	7,913,715.38	9,063,551.35	1,149,835.97

R. L. BELKNAP, Treasurer.

## THE GRANARY OF MONTANA.

Gallatin County has been very properly called the granary of Montana. If the honor be questioned by the skeptical, the following, which we find in the *Bozeman Chronicle*, should convince them that the title is justly bestowed.

The population of Gallatin County is over 10,000. The area of Gallatin County suitable for cultivation is about 200,000 acres,—only about 30,000 now being under cultivation.

The 324,910 acres now owned by resident farmers is valued at \$1,171,939.

The entire taxable wealth of Gallatin County is \$3,522,612.

Gallatin County has about 50 square miles of coal lands, and more to be uncovered.

Gallatin County expended \$25,000 for the maintenance of her public schools during 1887.

Gallatin County has 7,000 acres which yielded, in 1887, 300,000 bushels of wheat selling for over \$200,000.

Gallatin County had 20,000 acres of the heaviest oats grown in the West, yielding 1,200,000 bushels, and bringing in over \$500,000.

Gallatin county had 3,000 acres of brewers' barley, yielding 100,000 bushels, worth \$60,000.

Gallatin has 16,421 head of cattle, valued at \$376,225.

Gallatin has 10,000 head of horses, valued at \$379,535.

Gallatin has 13,220 head of sheep, valued at \$46,448.

Gallatin has 1,262 head of hogs, valued at \$5,072.

## An Indian's Letter.

The following letter from a full blooded Indian, who in 1879 could not speak a word of English, but has since gone to school some, and this is his English production, written to a friend of his in this vicinity: RED LAKE, Beltrami Co., Minn., Dec. 30, 1887. My Dear friend.

I indeed to always I remember to you, & your

wife and he is well my Father & my mother I am well & I ask to you \$100. a price a watch selling to you your money if you thing please & right I tell you this time in the winter I poor to me that money & when the watch are done send them to me, but soon I am pays of money you please. I indeed very I beseech to you & you answer it by mail.

I will send my love to you I indeed am very glad I remember to you today and just the same your wife.

Remember you Jesus Christ every day, and blessing to you friend let is help me I beseech to you

Very Respectfully Yours James J. Little Deer  
Good bye my friend.—Red Lake Falls, (Minn.)  
News.

## HANKS'

## GREAT FALLS AGENCY,

## Real Estate, Loans and Collections.

Great Falls Property of all kinds for sale.

\$100,000. Can loan \$100,000 on first mortgage real estate on improved property, which will yield the lender 10 per cent. No risk. Will guarantee every loan. Collections made. Correspondence invited. Address

WILL HANKS, Great Falls, Mont.

References: First National Bank, Great Falls; C. M. Webster, Sec'y Great Falls Water Power & Townsite Co.

## Dakota Investment Company,

Grand Forks, Dakota.

Negotiate 7 per cent. First Mortgage Farm Loans in Dakota and Minnesota and Guarantee Principal and Interest.

Commenced business in 1880; incorporated in 1884, with a paid up capital of \$50,000 and have invested over \$900,000 for eastern banks and individuals without loss. The Company confines its loans to the Red River Valley. On the Dakota side the field embraces the six RED RIVER VALLEY Counties, containing 13,583 farms and 1,725,243 acres of improved land, and a population of 83,242—16,550 more than any other six counties in the Territory. City loans negotiated. BONDS & WARRANTS for sale. Correspondence solicited

## THE ONTARIO LAND CO.,

43 Chamber of Commerce, - St. Paul, Minnesota.

Choice acre property in Duluth, Spokane Falls and Tacoma. Town lots in West Superior.

Special bargains for investors in localities sure to increase in value. CORRESPONDENCE SOLICITED.

## WM. COURTENAY,

Miles City, Montana,

## Live Stock Broker,

Real Estate and Commercial Agency,  
Loan Broker and Notary Public.

First-class Ranches, Farms and desirable Town Lots for sale. Assists parties to purchase N. P. R. R. Lands. Agent for First-class Fire, Life and Accident Insurance Companies.

—LIVE STOCK A SPECIALTY.—

## J. M. STEELE,

TACOMA, W. T.

## Real Estate Agent &amp; Loan Broker.

Money loaned for Eastern parties, on the best of Real Estate Security, at ten per cent interest on three and five years' time, interest paid semi-annually. Farm, Timber and Town property, to suit purchasers, for sale.

OFFICE—First Door South of Central Hotel.

## FAIRMAN, TERHUNE &amp; CO.,

SPOKANE FALLS, W. T.

## Real Estate and Financial Agents.

\$100,000 to Loan on Improved Farming Lands. Correspondence solicited. Will make investments for non-residents.

## St. Paul Advertisements.

## FINCH, VAN SLYCK &amp; CO.,

IMPORTERS AND JOBBERS OF

## Dry Goods and Notions,

Fourth, Sibley and Fifth Sts.,

ST. PAUL,

MINNESOTA

New York Office, 53 Leonard Street.

## ROGERS &amp; ORDWAY,

Successors to ROGERS, WILLIS & CO.,  
180 to 184 East Fourth Street,  
ST. PAUL.

## ENGINES, BOILERS AND STEAM PUMPS

Hand Pumps, Iron and Wood Pipe,  
And Fittings for Steam, Gas and Water.

## ROBINSON &amp; CARY,

Manufacturers' Agents and Dealers in  
Equipment and Supplies for  
RAILWAYS, CONTRACTORS,  
MINES, MILLS, Etc., Etc.

Largest and Fullest Stock in the Northwest.  
Corner Fourth and Wacouta Sts.,  
ST. PAUL.

FAIRBANKS' SCALES,  
ECLIPSE WIND MILLS  
TANKS, PUMPS, PIPE, Etc.

The Best Goods in the Market.

FAIRBANKS, MORSE & CO  
371 and 373 Sibley St., St. Paul, Minn

## P. H. KELLY MERCANTILE CO.,

Successors to P. H. KELLY &amp; CO.,

## WHOLESALE GROCERS,

—IMPORTERS OF—

TEAS AND COFFEES,

Established 1854,  
April, '83—co.

ST. PAUL, MINN.

## Minnesota Type Foundry Co.,

ST. PAUL, MINN.,

Manufacturers and Dealers in

## Printers' Supplies!

ELECTROTYPERS and STEREOTYPERS.

WM. LINDEKE.  
R. WARNER.A. H. LINDEKE.  
T. L. SCHURMEIER.LINDEKES,  
WARNER &  
SCHURMEIER,

WHOLESALE

## Dry Goods and Notions,

Miner's and Lumbermen's Suits a Specialty.

Cor. Fourth and Sibley Sts. - ST. PAUL, MINN.

ESTABLISHED 1860.

## BOHN MANUFACTURING CO.

Back Doors, Blinds, Mouldings, Stair Work  
and Building Material,

FINE AND HARD WOOD LUMBER

ST. PAUL, - - MINN.

## NOYES BROS' &amp; CUTLER,

IMPORTERS

—AND—

## WHOLESALE DRUGGISTS,

ST. PAUL, MINNESOTA.



## L. EISENMENGER,

Wholesale and Retail

## M. E. A. T. S.

Hotel and Railroad Supplies a specialty.

455 Wabasha Street, ST. PAUL, MINN.

Reference, Dining Car Department N. P. R. R. Co.

H. B. MATHEWS,  
Pres. & Treas.ASHAEL NEWTON,  
Vice-Pres.JOHN WHORRY,  
Secretary.

## THE NORTHWESTERN LIME CO.,

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But it takes something more than low prices to make our goods sell as fast as we can make them up. We only use all wool cloth of the latest design and pattern. It is every strong **FIRST**, as to feel: It is firm and unyielding. Not coarse, because of the wiry, tight twist of the wool. It wears like leather.



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AVOID IMITATIONS.  
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**OUR GUARANTEE**. We never permit any one to be sorry he dealt with us, for we always have and always will refund money for any cause.

**REFERENCES**.—American Express Co., New York City, with whom we do an enormous business. Send for samples and call at our Store! Act now, and begin to save **One-Half** the cost of your clothing for the balance of your life. Call or address,  
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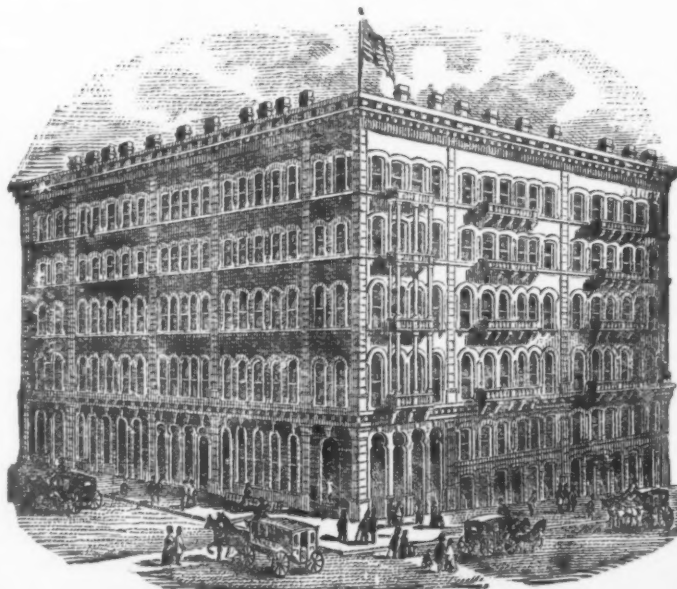
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\$1.00, \$1.25 and \$1.50 Per Day.

To Traveling Men: The above hotel is equal to any \$2.00 a day house in the land. A trial will convince you.

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St. Paul, Minn.

OR

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General Emigration Agent,  
St. Paul, Minn.

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**MINNESOTA, DAKOTA AND MONTANA,**  
EASTERN LAND DISTRICT,  
Apply to **A. G. POSTLETHWAITE,**  
General Land Agent, St. Paul, Minn.

For Lands and Town Lots in  
**WASHINGTON, OREGON AND IDAHO,**  
WESTERN LAND DISTRICT,  
Apply to **PAUL SCHULZE,**  
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THE BEST HOMES FOR TEN MILLION PEOPLE IN

Minnesota, North Dakota, Montana, Northern Idaho, Washington and Oregon,

THE GREAT NORTHERN PACIFIC COUNTRY.

**FREE**

All along the line of the Northern Pacific Railroad and its branches Government lands lying in alternate sections with the railroad lands are offered by the United States Government to actual settlers under the Homestead, Pre-emption and Tree Culture Laws. These are the best and most productive lands ever offered for settlement. MORE THAN ONE HALF of all the public land taken by private entry in the United States during the fiscal years of 1885 and 1886 is located in States and Territories traversed by the Northern Pacific Railroad. OVER 36 per cent of the number of all private entries made during the same period in the United States have been filed in Dakota.

## Northern Pacific Railroad Lands

in Minnesota, and Dakota east of the Missouri River and within easy reach from established railroad stations on the line of the Northern Pacific Railroad and its branches are now being sold at lower prices than those asked by the Government for adjoining sections.

### Some of the Advantages of Buying Lands of the Railroad Company

Are that settlement is not made a condition of purchase; there is no delay in acquiring title to the lands purchased; and the preferred stock of the Northern Pacific Railroad Company is received at par in payment of principal and interest upon lands in Minnesota and Dakota EAST of the Missouri River. The Northern Pacific Railroad lands are sold on very easy terms to actual settlers under the

### TEN YEAR CREDIT PLAN.

This applies to all agricultural lands in both the Eastern and the Western Land Districts. Under this plan settlers will be required within one year from the date of purchase to build upon the land they may select, and also to break and cultivate not less than ONE-TENTH of the land during each of the first three years. The terms of payment are, one-tenth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next nine years, one-tenth of the principal, together with 7 per cent interest.

The Agricultural Lands of the Company are also for sale on the

### FIVE YEAR CREDIT PLAN WITHOUT ANY REQUIREMENT AS TO SETTLEMENT.

**WISCONSIN, MINNESOTA, NORTH DAKOTA AND MONTANA.**—For Lands in Wisconsin, Minnesota, Dakota and Montana, on the five years' plan, the terms of payment are, one sixth cash; balance in five equal annual installments with 7 per cent interest.

**WASHINGTON, IDAHO AND OREGON.**—For Lands in Washington, Idaho and Oregon, on the five years' plan, the terms of payment are, one-fifth cash; at the end of the first year interest on the unpaid balance only; at the end of each of the next four years one-fifth of the principal, with 7 per cent interest.

**GRAZING LANDS** in Dakota, Montana and Washington, in tracts of one section and over, are sold on ten years' time, without requiring settlement.

### REBATES ON ALL LANDS IN MINNESOTA AND DAKOTA EAST OF THE MISSOURI RIVER.

A rebate of \$1 per acre will be made for the area broken and put under cultivation within the first two years after the sale.

### REBATES OF RAILROAD FARE

A rebate of the full price of a "One Way Ticket" or one-half of the price of a "Round Trip Ticket" from St. Paul, Minneapolis, Duluth or Superior to stations on the Northern Pacific Railroad in MINNESOTA AND NORTH DAKOTA may be applied in part-payment for 160 acres or more of the company's land in MINNESOTA AND DAKOTA, bought by and in the name of the purchaser of the ticket and within forty days from the date of the ticket. To secure the rebate the certificate printed on the ticket must be delivered to the General Land Agent at St. Paul, at the time of purchase of land and within the time specified above.

The Northern Pacific Railroad Company owns desirable Lots and Blocks in most of the following named Towns, which are for sale at reasonable prices.

### TOWNS IN EASTERN LAND DISTRICT ON MAIN LINE N. P. R. R.

**MINNESOTA**—Brainerd, Frazee City, Wadena (eastern terminus N. P., F. & B. H. R. R.)

**WISCONSIN**—Superior.

**NORTH DAKOTA**—Mapleton, Casselton, Windsor, Crystal Springs, Tappan, Menoken, Bismarck (Capital of Dakota and U. S. Land Office), Mandan, Marmot, New Salem, Sims, Glenullen, Hebron, Richardson, Taylor, Gladstone, Dickinson, Belfield. On N. P., F. & B. H. Branch—Wahpeton, Milnor (western terminus N. P., F. & B. H. R. R.) On the Fargo & Southwestern Branch—Leonard, Sheldon, Butzville, Lisbon, Marshall, LaMoure (western terminus of the F. & S. W. Branch). On the Jamestown & Northern Branch—Melville, Carrington (the junction of the Mouse River Branch of the Jamestown & Northern R. R.), Sykeston (the Mouse River Branch completed to this point), New Rockford, Edmunds, Minnewauken (the terminus of the Jamestown & Northern Branch on Devils Lake, and supply point for Turtle Mountain and Mouse River country).

**MONTANA**—Helena (capital of Montana and U. S. Land Office), Garrison (junction of the Utah & Northern Railroad, Drummond, Missoula, Thompson's Falls, Glendive, Miles City (U. S. Land Office), Hathaway, Forsyth, Livingston (junction with the Yellowstone National Park Branch), Bozeman (U. S. Land Office), Moreland, Gallatin, Townsend.

### TOWNS IN WESTERN LAND DISTRICT ON MAIN LINE N. P. R. R.

**WASHINGTON TERRITORY AND IDAHO**—Tacoma (the western terminus of the Northern Pacific Railroad), Spokane Falls (U. S. Land Office), Cheney, Sprague, Harrison, Ritzville, Pataha, North Yakima, Ainsworth, Rathdrum, Trent.

### TERMS OF SALE FOR NORTHERN PACIFIC R. R. TOWN LOTS.

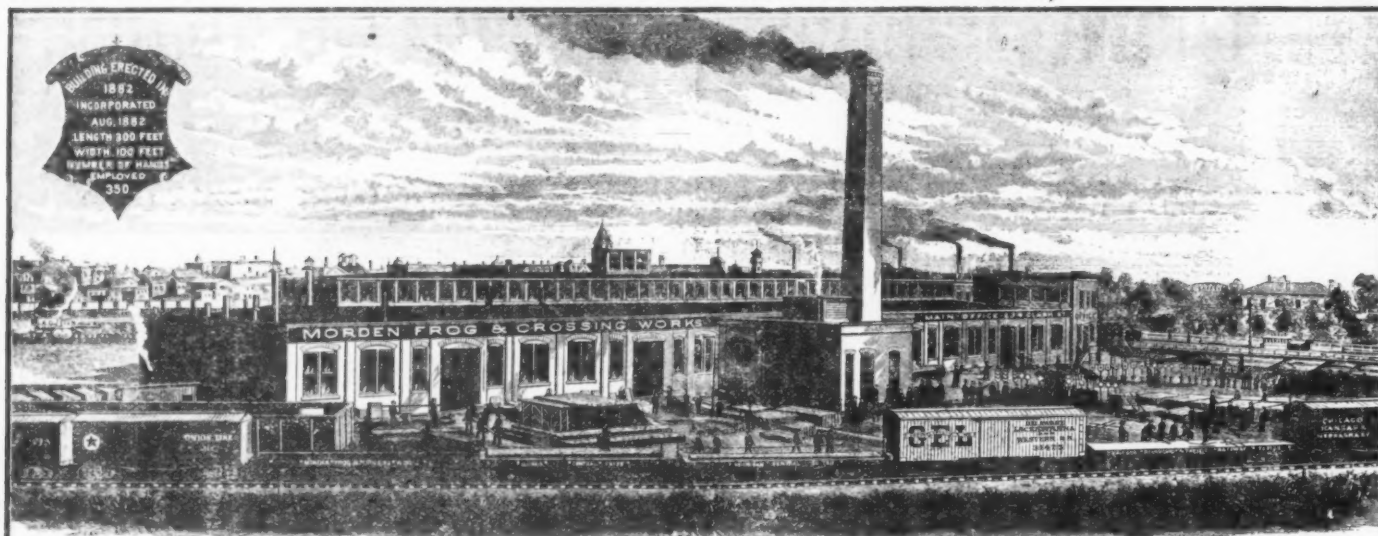
One-quarter cash on application; balance in three (3) equal payments, due four (4), eight (8), and twelve (12) months from date of sale. Interest on deferred payments at the rate of seven (7) per cent. per annum.

A. ROEDELHEIMER, GENERAL AGENT, LAND AND PASSENGER DEPARTMENTS, COLUMBUS, OHIO.

CAPITAL STOCK, \$500,000.

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Morden's (patent applied for) Semaphore Switch-stand.



Morden's Patent Machine-made Steel "T" Rail "U" Plate Frog.



Morden's Patent "T" Rail Frog with Solid Steel Point, and Morden's Patent Solid Steel Frog Point.



Morden's Patent Machine Made Steel "T" Rail "U" Plate Crossing.



Switch Stand for Yard Purposes.

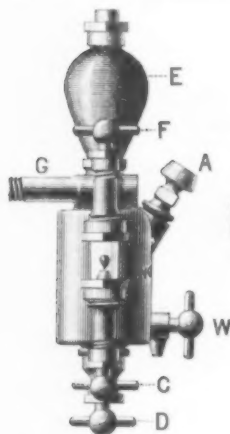


Cast-Iron Switch-stand (for single head-block)



This Stand with choice of Targets.

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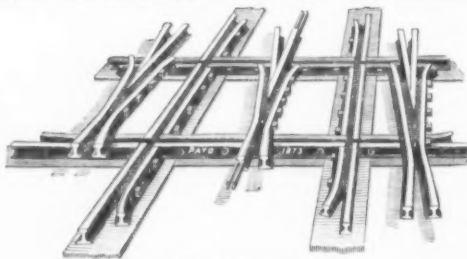
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Switches, Switch Stands, Bridle Rods, Head Chairs, Rail Braces, Wrecking Frogs, and every description of Railroad Iron Work.

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**CATARRH SAMPLE TREATMENT FREE**

No great is our faith we can cure you, dear sufferer, we will mail enough to convince you.

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An Eastern Oregon man married a Portland widow not long ago. During their bridal tour East he asked her sentimentally: "Darling, do you love me better than your first husband?" "Oh, certainly," she replied; "he's dead!"

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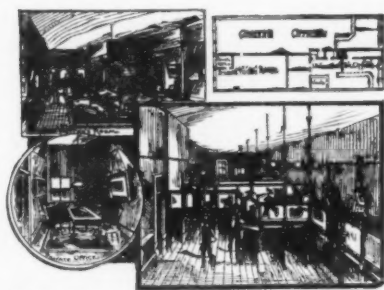
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"The finest Real Estate Offices in the U. S."

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Acquaintance and experience have value.

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RED LAKE FALLS,

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We sell lots in "Railroad Addition" to Red Lake Falls, and investors are invited to call and look over our list and get prices and terms before purchasing elsewhere.

We also sell lots in Fertile and Twin Valley. These towns are located on the new line, the Duluth & Manitoba, in Polk and Norman counties.

We offer special inducements to parties who will build on lots purchased of us.

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Selects and Locates Government and Railroad Land.

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Having been supplied by the Northern Pacific R. R. Co., with plats and prices of its lands, we will give special attention to locating and buying Railroad Lands for Farms and Ranches between Billings and Fort Buford Reservation.

*Carl L. Jensen's*  
**PEPSIN TABLETS FOR DYSPEPSIA**

CURES MORE CASES OF DYSPEPSIA THAN ALL OTHER REMEDIES COMBINED.

A prominent physician in Berlin, Germany, has just discovered that Catarrh can readily be cured by CARL L. JENSEN'S CRYSTAL PEPSIN TABLETS, the famous Dyspepsia remedy. The discovery was accidental. Patients who simultaneously suffered from Dyspepsia and Catarrh were also cured from the latter complaints, thereby proving that perhaps most cases of Catarrh are created by Dyspepsia or Indigestion.—For sale by all reputable druggists.

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Diamond Deod. 63¢  
Naphtha.  
Redistilled Naphtha.  
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Gasoline.  
Redistilled 85¢ to 90¢  
Gasoline.  
Silver Spray Oil.  
Ruby Light Oil.  
Diamond Light Oil.  
And all standard grades  
of best illuminating oils

**LUBRICATING OILS.**

Extra Diamond Valve  
Oil. Diamond Cylinder  
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Oil. Diamond Engine  
Oil. Kasterine Oil. Im-  
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All grades of 30° to  
33° S. F. Amber. Also  
Light and Dark Filtered  
Stocks.



**Independent Refiners of Petroleum and its Products.**  
**Railroad Cylinder, Engine, Car, Coach and Signal Oils a Specialty.**

**THE MURPHY VARNISHES.**

Distinct Grades especially adapted for

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MURPHY & COMPANY, 262 Wabash Ave., Chicago,

NEWARK, N. J., NEW YORK, CLEVELAND, ST. LOUIS.

**A NEAT WOLF STORY.**

Big snake stories are quite common, but one does not often hear of a "whopper" on a coyote wolf. However a Mud Creek correspondent of the Milton, Oregon Eagle is responsible for the following wolf yarn:

"William A. Wells, a resident of Mud Creek, was awakened the other morning by the barking of his dog, who seemed to be holding something at bay. On going to the door he espied two very large fierce looking coyotes. One of the varmints was mounted on the top of the hen house tugging away at the boards on the roof, apparently endeavoring to effect an entrance, whilst the other stood guard outside. Whether they knew Thanksgiving was near at hand I will not pretend to say, but before Mr. Wells could bring his pistol to bear, the one on the top of the roof had succeeded in making an aperture sufficiently large to admit his head, which he thrust in, and drawing out a "pullet" threw it down to his companion in crime and returned his "cabasa" for another. A flash and a report from the "big navy" caused him to turn a double summersault to the ground. The one that had been standing guard, instead of running off and leaving his wounded companion to get off as best he could, dropped the chicken which the other picked up, and taking his disabled friend's ear in his mouth slung him over his shoulder and trotted off, leaving Mr. Wells to muse upon their animal sagacity and Damon and Pythias friendship. The dead carcass was found afterward some eighty rods from the house. He now has one side of his granary ornamented with its pelt.

**IN THE BEAR BUSINESS.**

"That's a peculiar looking dog of yours," one of us suggested to a Wyoming settler near whose house we camped one night.

"Y-e-s, 'tis some peculiar," he replied. "Fact is, gen'l'men, that dog's a wolf."

"Why don't you kill it and get the bounty?"

"Sh! I'm onto this bounty all right. Hain't heard any talk 'bout the bounty bein' repealed by the next Legislature, I reckon?"

"No."

"Glad o' that; I don't want to get stuck again. I got two more wolves out 'n the barn, and I'm goin' to raisin' 'em. I 'low in a year or so to have a pretty respectable flock to turn into the Territorial Treasurer."

"It ought to pay."

"Twill if I don't get stuck like I did in Northern Wisconsin once."

"How was that?"

"B'ar—started a b'ar farm. The State was payin' \$10 apiece for b'ar scalps an' mighty tickled to get 'em at that. I got a pair of black b'ar an' took good care of 'em, and in a few years I had a likely herd of seventeen as perty b'ar as you ever seen. 'Lowd to kill 'bout ten of 'em in the spring an' send the scalps to the State Treasurer, tellin' him how I went out in the woods an' fit 'em with an ax an' got most chewed up, but it didn't work—I got floored."

"How did that happen?"

"Legislature went an' repealed the law, an' there I was, left with seventeen big, hungry b'ar on my hands, an' the bottom gone out o' the b'ar market more'n a mile straight down! Seventeen b'ar, an' no demand for b'ar! Seventeen b'ar, an' b'ar a drug in the market! Back yard so full of chained up b'ar that you couldn't walk, an' the price of b'ar goin down so you could hear it hum! It made me sick! I drove my whole flock down ten miles, where Abe Dunn lived—who was in the Legislature an' voted agin b'ar—an' left 'em near his hog-pen, an' then I pulled up an' come out here where I heard they was payin' \$5 for wolf scalps. I tell you what, if this miserable, low-lived Legislature goes and busts up the wolf industry I'll be snaked if I'll ever try to earn an honest livin' again!"—Chicago Tribune.

T. E. JEFFERSON.

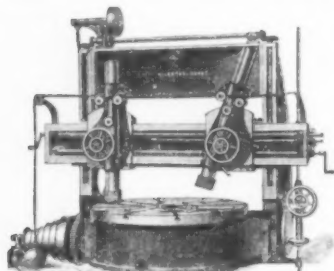
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P. N. FRENCH, General Superintendent.

D. C. NOBLE, Sec'y &amp; Treas.

## THE A. FRENCH SPRING CO. LIMITED, Pittsburgh, Penn.

Elliptic and Spiral Springs of Every Description.

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BOSTON, 52 Mason Building.

CHICAGO, Phoenix Building.

**DO YOU WANT A DOG?**  
If so, send for **DOG BUYERS' GUIDE**, containing colored plates, 100 engravings of different breeds, prices they are worth, and where to buy them. Directions for Training Dogs and Breeding Ferrets. Mailed for 15 Cents. Also Cuts of Dog Furnishing Goods of all kinds.

**ARE YOU INTERESTED IN POULTRY?**  
Then send for **Practical POULTRY BOOK**, 100 pages; beautiful colored plates; engravings of nearly all kinds of fowls; descriptions of the breeds; how to caponize; plans for poultry houses; information about incubators, and where to buy Eggs from best stock at \$1.50 per sitting. Sent for 15 Cents.

**DO YOU KEEP CAGE BIRDS?**  
If so, you need the **BOOK OF CAGE BIRDS**, 120 pages, 150 illustrations. Beautiful colored plates. Treatment and breeding of all kinds of cage birds, for pleasure and profit. Diseases and their cure. How to build and stock an Aviary. All about Parrots. Prices of all kinds of birds, cages, etc. Mailed for 15 Cents. The Three Books, 40 Cts.

**ASSOCIATED FANCIERS,**  
237 South Eighth Street, Philadelphia, Pa.



Owns and operates nearly 5,500 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time-tables, rates of passage and freight, etc., apply to the nearest station agent of the Chicago, Milwaukee &amp; St. Paul Railway, or to any Railroad Agent anywhere in the World.

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MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE &amp; ST. PAUL RAILWAY COMPANY, write to H. G. HAGAN, Land Commissioner, Milwaukee, Wisconsin.

## INFORMATION ABOUT THE NORTHWEST

If you want to know all about the beauty, prosperity and recent remarkable growth of the city of St. Paul, and the scenes of the winter carnival, send twenty-five cents for our Carnival number, February, 1888. This is a special double number, profusely illustrated.

If you want to know all about North Dakota, its towns, farms, scenery and people, send fifteen cents for the January, 1888, number of THE NORTHWEST MAGAZINE. This is our new Dakota immigration number, and is profusely illustrated.

If you want to know all about the growing manufacturing town of Little Falls, Minnesota, with its superb Mississippi River water-power, send fifteen cents for the December, 1887, number of THE NORTHWEST MAGAZINE.

If you want to know all about Spokane Falls, the growing business and manufacturing metropolis of Eastern Washington Territory, and the wonderful Cœur d'Alene country, send fifteen cents for THE NORTHWEST MAGAZINE for October, 1887.

If you want to know all about Helena, the capital of Montana, and the central city of the Northern Pacific belt, send fifteen cents in postage stamps for the September number of THE NORTHWEST MAGAZINE. This number is illustrated with seventy engravings of streets, buildings, ranches, mines, landscapes, etc. in and near Helena.

If you want to know all about Walla Walla, the beautiful Garden City of Washington Territory and its great wheat field; Phillipsburg, Montana and its silver mines, one of them, the Granite Mountain being the most productive mine in the world, and St. Cloud, Minnesota, the handsome manufacturing town of the Upper Mississippi Valley, send fifteen cents in postage stamps for THE NORTHWEST MAGAZINE for August, 1887.

If you want to know all about Butte, Montana, the greatest silver mining camp in the world, and all about Anaconda, Montana, the greatest copper smelting place in the world, send fifteen cents in postage stamps for THE NORTHWEST MAGAZINE for July, 1887.

If you want to know all about the new discoveries and old wonders of the National Park send fifteen cents for THE NORTHWEST MAGAZINE for May, 1887.

If you want to know all about the city of Minneapolis, send fifteen cents for THE NORTHWEST MAGAZINE for April, 1887.

If you want to know all about the city of Duluth, send fifteen cents for THE NORTHWEST MAGAZINE for March, 1887.

If you want to know all about the wonderful Gogebic iron region send fifteen cents for THE NORTHWEST MAGAZINE for February, 1887.

Address,  
THE NORTHWEST MAGAZINE,  
ST. PAUL, MINN.

NOTE—Our special numbers on Tacoma and Seattle, W. T., are entirely out of print and it is useless to write for them. We shall soon issue something new on the Puget Sound country and its beautiful and prosperous cities.

THE NORTHWEST MAGAZINE, that stalwart and ever-reliable champion of western growth and interests, has issued a very handsome number for February, illustrating and describing the St. Paul ice carnival

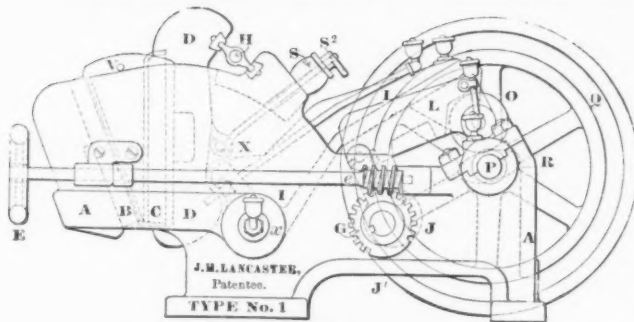
in every detail. Twenty-five cents will secure a copy mailed to your address; or, what is better, \$1.50 will bring it to you regularly for a year. Address the magazine at St. Paul, Minn.—Dawson, (Dak.) Breeze.

The president of the railroad to be built from Port Townsend to the Columbia River says that sixty-five miles of line will be built this year, and that it will go by the way of Montesano.

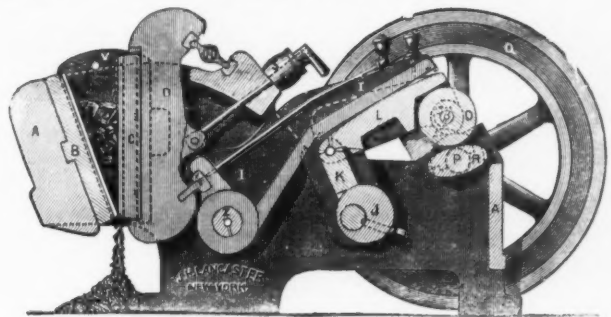


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THE NEWEST, MOST SIMPLE, RAPID AND THE ONLY EFFICIENT SYSTEM EXTANT.



ELEVATION



TYPE No. 2 LONGITUDINAL SECTION.

THESE NOVEL MACHINES ARE DESIGNED to fill the most exacting requirements for rapid action and yielding a uniform product. They have fewer parts and simpler adjustments than any other Rock Breakers or Crushers heretofore extant. They are specially adapted for crushing all kinds of rock, ore, slag, corundum, cement, flint, trap, road metal, gabbro, quartz, pyrites, emery stone, coprolites, etc. The "Lancaster" Crushers are instantly adjusted to produce any required size of fineness of uniform product and this can be instantly done by any unskilled hand.

THERE ARE TWO DISTINCT MEANS of adjustment, which are illustrated herewith and known respectively as Types No. 1 and 2. In all other features and qualifications they exactly resemble each other. The prices differ somewhat but both types of machines are warranted to be perfect in every respect. Comparative tests with other makers' machines are invited.

THE WHOLE FORWARD movement of the jaw in both types of machines is completed by, at most, one-fourth the revolution of the cam, so that the quick and powerful motion of the jaw resembles a KNAPPING OR HAMMER-LIKE BLOW, more than can be got by any other Rock-breaker, all others being worked from either an eccentric or crank shaft.

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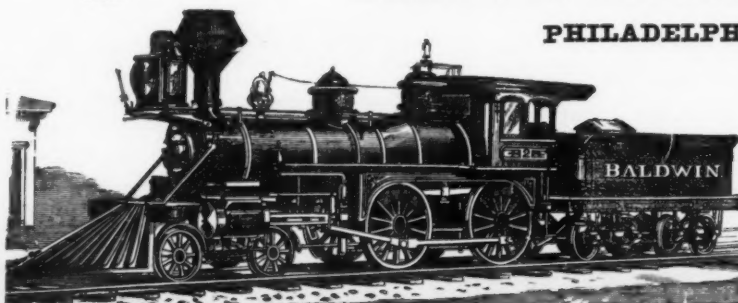
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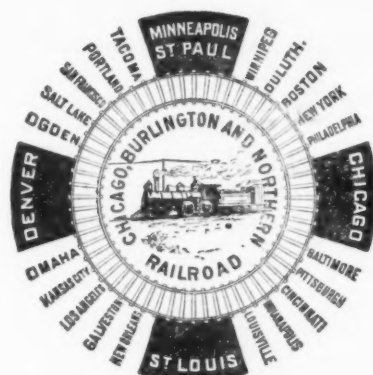
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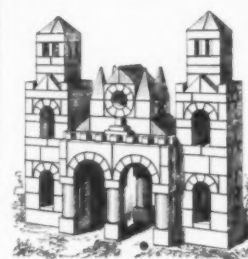
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To enhance the value of all this land by large and diversified ownership, the Company propose to give away a portion of this property in cottage sites, and five, ten, twenty and forty acre tracts, suitable for orange grove and vegetable culture, and to those who accept this offer and send their name and address we will send a numbered

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This land will be allotted as applications are received, IN A FAIR AND EQUITABLE MANNER, and with no preferences.

**NO CHARGE FOR THE LAND.**  
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**LEROY, MARION COUNTY, FLORIDA.**  
All our lands are located in and around LEROY, MARION CO., FLORIDA, ten miles from Ocala, the county seat, a thriving town of 3,500 inhabitants. It is all high, dry, rolling pine land, free from wet spots, and one of the healthiest locations in Florida. The SILVER SPRINGS, Ocala & GULF RAILROAD, runs through it.  
Mr. A. F. Mann, Jr., General Manager of this railroad, in speaking of this land, says:  
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The climate of this section is unsurpassed by any in the world, not even excepting Italy. Cool, balmy, delightful breezes are constantly blowing between the Gulf and the Atlantic. The thermometer rarely goes above 90 in Summer or below 40 in the Winter. Sunstrokes ever occur in Summer, and nights are delightfully cool. This immediate neighborhood is well adapted for a Summer as well as a Winter resort.

**ENDORSEMENT.** Ocala, Fla., Dec. 10, 1887.—We, the undersigned, hereby certify that the land in and around Leroy, quality, and will compare favorably with the average pine lands of Florida, and bids fair to enhance in value. JNO. F. DUNN, President Merchants National Bank, Ocala; F. BULLOCK, County Clerk; J. R. MOREHEAD, County Surveyor; H. W. LONG, County Commissioner; F. E. HARRIS, Editor Ocala Banner; T. W. HARRIS, Editor Free Press; A. P. MANN, Jr., Gen'l Manager S. S. O. & C. R. R.; BAKER & ADAMS ABSTRACT COMPANY; JAMES L. WHITE, Ex-County Surveyor.

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**FACTS.** Marion County is one of the richest counties in Florida; contains excellent soil and raises more than half the orange and lemon crop of the State. LEROY is the centre of one of the healthiest and most fertile sections. No swamps, no malaria, and so far south as to be below what is termed the "frost line." The celebrated Withlacoochee River, close by, is filled with choice varieties of fish, while deer and other game fill the forests for miles around. Blue Spring, within fifteen minutes of Leroy, is one of the wonders of the State.

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## WESTERN LIFE.

A James Dandy.

E. K. Norris, who died on the streets a few nights ago, says the Butte *Inter-Mountain*, and who had for three years been in charge of the upper floor of the Comique, left a legacy which bids fair to stir Butte from center to circumference. It is neither more nor less than a minute record of his daily life, detailing the name of every man who visited the Comique, the company he was in, the number of bottles he bought, how long he stayed and how full he was when he went home. It is truly a wonderful document and full of weird interest to those who do not know where the Comique is. Norris is a Jim Dandy and left probably the most important posthumous document of any man of modern times. It is believed that he was aberrated, but his eyes were clearer than his head, and he had an unhappy faculty of jotting down everything that he saw. Had he lived longer he could have disposed of his diary to the parties chiefly interested in its suppression for about two-thirds of their earthly possessions.

Noblemen Who Work.

A quiet-looking Montana millionaire remarked from beneath his big hat at the Astor House yesterday that the East seemed to catch all the bogus British noblemen. The mines and the mountains, said he, get the genuine articles. The superintendent of the Lexington mine, at Butte, M. T., is the younger son of a noble house, wears kid gloves down into the shaft and silk underclothing all the year round. But there's not a miner in his force of 350 men who knows more than he about the formation they are working, or who could lick him in a rough and tumble fight, for that matter. So nobody ever ridicules his gloves. Under him, as an expert assayer, there is a noble young Frenchman who has held high official position in China. Good, honest fellows they are, who can earn their money and invest quite as much as they spend, and they never mention their titles, either.—*New York Sun*.

Oregon Chinese Pheasants.

About six years ago the experiment of stocking Oregon with Chinese pheasants was tried. A number of these beautiful birds were imported from China, and they were turned out in Lane County. At the same time a law was passed protecting foreign game for a term of ten years. The success of the venture now appears to be unprecedented. The hen birds raise two big broods every year and never lose a chick. The results have been that the birds have increased to marvelous numbers. It is said that there are thousands of them in Willamette Valley, and that they destroy so much wheat that the farmers will attempt to have the protective law repealed this winter. The farmers say that one pheasant will destroy more wheat than four lively wild geese.

How He Warmed Up.

A Duluth man put a steam heater into his new home this winter, and it takes four tons of eight-dollar coal a month to keep the buds from freezing off his century plants, while at this early Thanksgiving date his parrot can yell "damp fraud" in three languages and the Piegian dialect. When the manufacturer inquired if it warmed things up all right, he replied that it was a great success. "Why," said he, "I just turn the steam on down stairs, as it makes me so hot I can warm the upstairs and the barn looking at the coal bills."—*Duluth Paragapher*.

A Practical Suggestion.

The *Helena Herald* says that a young lady of Helena, of a practical turn of mind, recently received a letter from a prospector, asking permission to name a mine for her. As the lode assayed \$80 in gold, the young lady at once replied that she had no objections to his naming it for her, but would appreciate the compliment much more if he gave her a half interest in the lead.

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## A LITTLE NONSENSE.

Mistress—"Lina, who was the man I saw in your company last evening?" Lina—"Madame, that was a distant brother of mine."—*Frankfurter Zeitung.*

"No, don't like Prigston, he's such an ignoramus."  
"Why, that's the best thing about him. If he knew anything, he'd be telling it to everybody."—*Boston Transcript.*

An Irishman who had on a ragged coat was asked of what kind of stuff it was made. "Bedad, I don't know," said he; "I think the most of it is made of fresh air."

Wife to unhappy husband—"I wouldn't worry John; it doesn't do any good to borrow trouble."  
Husband: "Borrow trouble? Great Caesar, my dear, I ain't borrowing trouble; I've got it to lend."—*The Epoch.*

"So you did go to Europe, after all, eh?" "Yes." "I heard you had given up the trip." "Oh, no, I didn't give up the trip. I felt, though, during the voyage, as if I was giving up everything else."

An old lady who has had extensive experience as a boarding-house keeper defines a genius as "a man who knows more'n he can find out, spills vittles on his clothes, and doesn't pay his board regularly."

Deacon Jones (to minister)—"The collection this morning, Mr. Goodman, was gratifyingly large."  
Minister: "Yes, Deacon, I noticed quite a number of strangers among the congregation."—*The Epoch.*

The ancient proverb says: "You cannot get more out of a bottle than you put in it." That's an error. Besides what he puts in he can get a headache, a sick stomach and perhaps ten days in the lock up.

Jones (yesterday, meeting Smith with whom he was out the night before)—"Ha, me boy! Get home all right?" Smith (gloomily)—"Yes, but my wife wouldn't speak to me." Jones (enviously)—"Lucky fellow! Mine did."

Mrs. Hartraunt—"I'm sure you've acquired our language very quickly, professor. I can understand you perfectly."

Professor Bliogenshmit (proudly)—"Ha? I deis you I vos not on any fies!"—*Tid-Bits.*

Teacher (at the Mission Sunday-school)—"Yes, children, Daniel was cast into a den of lions, but not one of them dared touch him. How strange!"

Pupil (scornfully)—"Aw, dat's nuthin'! I seen a duck do that act in der circus las' year."—*Tid-Bits.*

It is rumored that Mr. Lowell is revising his courtship poem, in which "Zeke peeked thru the winder." This

particular line will read, "Ezekiel glawnced through the casement, don't cher know." Mr. Lowell is either in England or will sail for there, shortly.—*The Epoch.*

Customer (to bartender)—"What do you charge for whiskey cocktails?"

Bartender—"Fifteen cents sir, or two for a quarter."  
Customer—"Well, I guess you had better mix me up a couple. There ain't a day passes that my wife don't say I ought to economize, and I begin to think she's right. Five cents ain't much, but it beats nothing."—*New York Sun.*

EXCHANGING COMPLIMENTS.—Old Gentleman (to boy, on twelfth birthday)—"I hope you will improve in Wisdom, knowledge and virtue."

Boy (politely returning compliment, totally unconscious of sarcasm)—"The same to you, sir."

Johnny More proposed to a girl. She said she would send her answer next day. He was surprised to receive a green leaf. He took it to a botanist and since then he has been mournful. It was a leaf from a sick-o'-More tree.

An Irishman stopped at a hotel in Bridgeport, Conn., got supper, breakfast and lodging, and told the landlord in the morning he had no money. The landlord asked him why he did not say so last night. "Och," said Pat, "I thought you would feel sorry enough to hear it this morning."

Brown—"You have a happy disposition, Dumley; always the same in liquor or out."

Dumley—"Yes; when I'm sober I'm glad that I'm not drunk, and when I'm drunk I'm glad I'm not sober, I'm a philosopher, Brown."—*The Epoch.*

A lady who wears a wig, and resides out on B Street, combed her little

boy's hair the other evening, and he fretted and cried under the experience. "Why, Freddie," said his mother, "you ought not to make such a fuss. I don't fret and cry when my hair is combed." "Yes," replied the precocious youngster, "but your hair ain't hitched to your head."—*Oregon Siftings.*

Bufkins was very pious, very fond of the ladies and very bald on the back of his head. The other evening he was calling on a Connecticut Avenue girl and was giving her a great deal of church talk.

"Ah, Miss Charlotte," he said, "we are watched over very carefully. Even the hairs of our head are numbered."

"Yea, Mr. Bufkins," she replied, with deep enthusiasm, "but some of the back numbers of yours appear to be missing."

Master Tommy's father and mother were going to the theatre, and he was in grief because he couldn't go too.—"Shut up, you inconsiderate brat," growled his father; "didn't you hear me say I only had two seats?" "And to think," whimpered Master Tommy, "that if you hadn't married mamma I might have gone along."



Too Big a Contract.

A St. Paul man, going home late one evening, came upon a good looking fellow lying drunk on the pavement. The weather was cold and the St. Paul man was human. He said:

"What are you doing here on a cold night like this? Shall I not see you home?"

"Very kind of you, I am sure," replied the drunken man, politely. "I would be greatly obliged to you."

"But where do you live?"  
"In Chicago."



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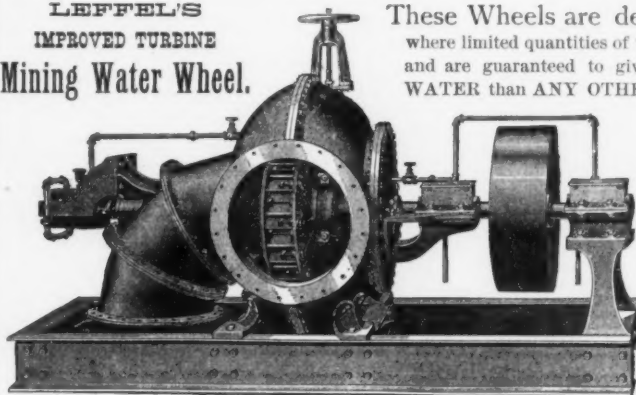
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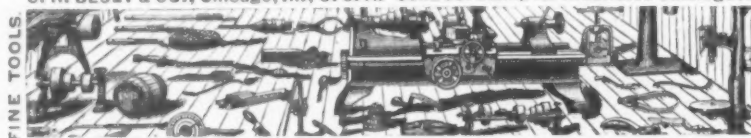
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